



HOLDFAST BUZZ

HMAC proudly sponsored by
modelflight RC

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Masters and Apprentices



STOP PRESS

**No increase in fees for
2021-2022!**

Watch out for arrival of your
renewal notice email in the
coming days

With the recent fine weather, Sunday training sessions have become busier. But our qualified team of instructors are up to the task and ready to teach new students. Our fleet of Apprentices and latest technology radios is also growing to meet demand.

The HMAC newsletter is your vehicle for sharing information, experiences, building projects, etc. with your fellow members. If you have photos of your latest model, a construction in progress or handy tip you'd like to share, please send it to The Editor at buzz@holdfastmac.asn.au for inclusion in a future edition of BUZZ.



Terry Gold

“You will be hearing about modifications to our Wings and LIFT programs in the coming months.”

From the President

Hi Everyone,

Winter is here, so it's time to put a pair of gloves and a scarf in the flight box. We are so lucky here in South Australia and one reason is we can fly year round with just a little preparation and determination. Thanks to the [new weather station and webcam](#) it's even easier to check to see if the conditions at the moment might make for good flying. Do keep an eye out for fog and low clouds though – we have had a couple of incidents, so stay on the ground if the weather moves in.

Our Eagle friend was back in the skies over the field last week but was content to circle around and observe our puny attempts at flight, taking no interest in the powered aeroplanes below. It's still a good idea to land when big birds are in the air, if for no other reason than to watch how the experts do it.

You will be hearing about modifications to our Wings and LIFT programs in the coming months. The committee and our hardworking volunteer instructors have been talking about how to improve the ratings for new pilots and those moving up the ranks. We need to be sure that we are holding a high standard given our proximity to busy roads and the new soccer fields. The main change will be to make the ratings easier to understand and more consistent. Right now it is a good conversation starter to ask, “how heavy of a plane can a Bronze Wings holder fly?” You will get a variety of answers! We are going to fix that.

I was in a meeting this week with Andy Hollitt, Dave Whitten and a Glenthorne National Parks employee. The new park will include not only our flying field and the area around it, but also the Hallett Cove area. The rangers had asked for a meeting to discuss glider flying at Hallett Cove. Andy and Dave did a great job of explaining how pilots have a low impact there and fly safely. Although Hallett Cove isn't part of our field of course it's good to help out the broader flying community and the people who manage the lease of our flying field. We have developed a very good relationship with them over the years thanks to previous committee members and we will work to keep it that way so that we can fly for years to come within the new park.

We can all help to secure our place in the park for the future. Continue to fly when you can, and always fly safely. Don't let the coming cool weather keep you from having a fly on a nice sunny, or even not so sunny day. Stay away from the roads and well within the boundaries of our field and welcome potential new members that walk up to the visitor's area.

Come on out to our next Social Meeting at the clubhouse. The next one is 4 June – the first Friday of the month – at 7:30pm. This one will be a Show and Tell, so bring your projects, your building tips or your latest ARF. All are welcome, especially new members!

Terry Gold





The real machine



The model

Aerolite 103

The Aero-Works Aerolite 103 is an American single seat, high-wing, pusher configuration ultralight aircraft introduced by Aero-Works in 1997. The aircraft was designed to comply with the FAA FAR 103 rules (115kg empty weight and no licence or registration required). The Aircraft is sold as an 80 hour build kit with factory-built fuselage, wings, control surfaces, jury struts and struts. The wings are covered by the builder with pre-sewn Dacron envelopes with zippers. I've seen one fly at Oshkosh.

Full Size Span: 8.18M. Length: 5.19M. Height: 1.96M. Wing area: 124 square ft. Empty Weight: 114kg to 136Kg. Cruise: 102kph. Stall: 57kph. Rate of Climb: 800 ft/min. Range 194km.

Model Span: 2390mm (1/3 scale). Length: 1550mm. Weight RTF: 6.5Kg. Maximum Power: 1.8KW.

I've flown several full-size Ultralight aircraft and was always interested in this model. The kits were expensive, available from Hobbyking and later off eBay. I bought the airframe with servos from RC Trader for \$300. The guy had used an OS22GT, requiring 1.5kg of lead in the nose for balance! I use a 6S 5000 in the nose (no ballast) and a Turnigy Aerodrive 5055 430kv motor turning a 3 blade 16 X 10 Master Airscrew pusher prop. I use a Turnigy 80A ESC with an external BEC to power the radio gear, rather than relying on the internal BEC.

I cleaned up the airframe, painted the pilot figure, cut off his leg (it was fouling the steering tiller), fitted a beefier elevator servo, changed to Dubro inflatable 5" wheels and fitted a polycarbonate windshield. The real aircraft has an aluminium fuel tank and so an aluminium drink can was drunk, painted and fitted.

The plane is very easy to fly and has a real presence in the sky. The huge wing area gives low wing loading and with the large tail area, handling is docile. Power is excessive. It leaps in to the air with a real bark at full power as the disturbed air passing the windshield hits the prop. It cruises at under half throttle and I get 7 minutes with 20% remaining. Search Youtube 'Aerolite 103 HMAc'.

Andy Hollitt



Pylon Racing Results

4th April 2021

Open class pylon

Tom Jacobsen (Noarlunga) 110
Pete Robertson (HMAC) 96
Graham Paterson (HMAC) 83
Craig Spratt (Connie) 3

Standard class pylon

Bryan Christie (HMAC) 71

Electric class pylon

Trevor Pearce (Connie) 101
Craig Spratt (Connie) 80
Ian Cole (HMAC) 31



Kathy organises everyone!

2nd May 2021

Open class pylon

Tom Jacobsen (Noarlunga) 105
Pete Robertson (HMAC) 104
Greg Leigh (Noarlunga) 86
Graham Paterson (HMAC) 83
John Yianni (Connie) 40
Craig Spratt (Connie) 13

Standard class pylon

Bryan Christie (HMAC) 57

Electric class

Trevor Pearce (Connie) 101
Greg Leigh (Noarlunga) 89
Craig Spratt (Connie) 86

Pylon Racing HMAC Style is held on the first Sunday of the month subject to weather.

Practice starts at 11.30 AM and racing at 1.00PM

All MAAA Members are welcome

Come along and watch the action!

There are trophies to be won!





John Jefferson continues building his Extra 300 from scratch

Extra 300S (continued from last issue)

Now that I had an appreciation of my build sequence, some experimentation was called for. One issue that I needed to resolve was how best to cover the foam wing leading edges. The plan referred to applying “veneer” to the leading edges, so after consulting with Bob McEwin then trialling and rejecting fibreglass covering on a dummy foam section I decided to use my tried and true method of balsa sheeting. It’s never let me down yet having used that method on numerous foam winged models. The leading edges were duly covered in 1 mm balsa sheet.

Next I glued the doublers to the fuselage sides. As usual I made sure there was a left side and a right side. I’ll never repeat my effort of some years ago where I made two of the same side. While waiting for the sides to cure I started on the firewall. Lots of measuring with the motor mount to get it centred as well as marking out where the holes for the attachment bolts should be drilled. As the old saying goes, measure twice, cut (drill) once. In my case it’s measure three or four times.

Time to get the firewall and formers ready and work out their relative positions inside the fuselage sides. The building jig I purchased from the UK a while back is worth its weight in gold. It makes it easy to position the fuselage sides and formers accurately, ensuring the taper from front to back is equal on both sides, effectively locking the assembly together while the epoxy cures.

Once the basic fuselage shell came out of the jig I needed to work out where to position the rudder and elevator servos. Fortunately there was ample room inside the fuselage at the expected centre of gravity position, so I made a couple of servo rails and glued them into place. The next headache was designing a battery tray and working out where to position it, bearing in mind this was a deviation from the plan. Once again, there was plenty of room available so the job wasn’t too difficult. The usual top and bottom fuselage sheeting was next, no problems there.

It was time to design and make a battery hatch. My chosen position was top front of fuselage. Lots and lots of measuring, drawing the exact profile, cutting out cardboard templates, using the templates to mark and cut balsa, then committing glue to balsa, followed by a little adjusting here and there. So much work for such a small piece of airframe. The end result was not bad even if I say so myself.

Now that the wing’s foam leading edge sheeting had time to cure, the next task was gluing the spars, ribs and trailing edges. Once this was done I worked out where to position each aileron servo and made and glued their respective mounts. I had some surplus lightweight fibreglass tubing from a “deceased” model and glued a section adjacent to each servo so that their wires could be easily fed through the tubing to exit at the top of the wing. The plan’s front wing

Extra 300S (cont.)

mount showed a tongue (instead of the usual dowel) which slotted into a former. More measuring required to make sure the tongue and slot were correctly aligned. Another of those finicky, time consuming tasks that seem out of proportion to the small amount of material involved. Nevertheless, it's important the fit is spot on. Similarly the two rear wing bolt positions and blind nuts took a while to sort out. Ailerons were next, but thankfully these were straightforward to measure and cut to size. A couple more easy tasks were cutting and gluing the wingtips followed by the sheeting. Starting to look like a wing should.

The tail feathers were very simple compared to the earlier complexities. They took very little time to prepare.

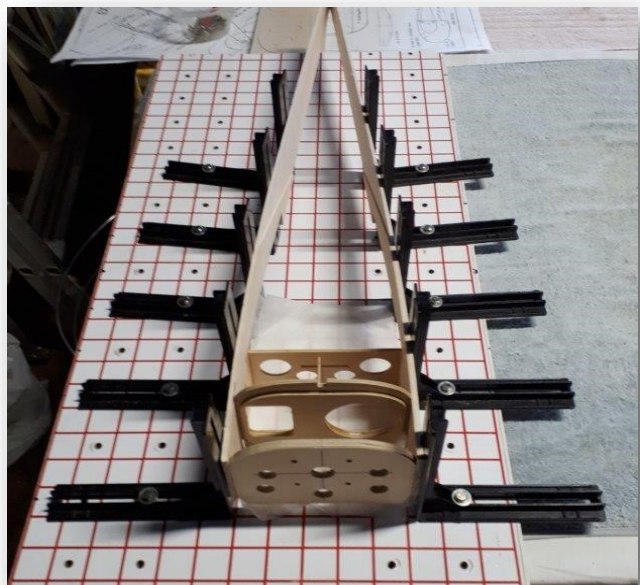
At this point the fuselage and wings had suffered from "hangar rash"; a few minor dents and nicks resulting from the continual handling and accidental slip of the sanding block. These were repaired with wood putty/filler and sanded when dry.

The task that I left until last was the cowling. The plan called for a custom fibreglass cowling, but I didn't trust my skills in this regard so I opted to make one out of balsa. Same as the battery hatch exercise, there was lots and lots of measuring, drawing the exact profile, cutting out cardboard templates, using the templates to mark and cut balsa, then committing glue to balsa. A bit of adjustment and the final result was acceptable.

So far so good. Next step was deciding on a colour scheme, so I asked my wife Marika to come up with something appropriate. Her choice was orange and yellow for the fuselage and tops of wings and tailplane, with black and white chequerboard undersides and tail. I knew she'd pick a good scheme and she did. Out with the heat sealing iron and start covering..



To be continued... JJ



In Memory of Bob Bobridge (1935 - 2021)

I was privileged to meet Bob when he joined the Holdfast Model Aero Club in 1986. At that time we all flew Radio Controlled planes fitted with smelly, oily and somewhat cantankerous little 2 stroke engines. We did not have a formal instruction system when Bob joined. He would basically have had to turn up at the flying field with his precious new model, built from a box of balsa and then find an experienced person on the flight line to show him how to control the plane.

Now Bob was a bit different to most of the others. He was always immaculately dressed, neat and well-presented and had a very enquiring mind. I don't think he really enjoyed the frustration of fiddling with those oily motors, but to be fair he persisted and in due course was permitted to fly solo. And he flew very well.

Bob was very busy with his retail business in those early years and did not have time to spend on building the models that he really wanted to own so he often engaged Club Members to build planes for him. This worked out very well for all concerned, Bob was happy and the dedicated builders were happy and they got paid for it!

Bob immersed himself in Club activities, attending meetings in Partridge House, engaging in all the discussions and debates. Well before the days of the internet, Bob would seek out as much information about the merits of certain radios and model kits. I am sure that he really enjoyed the hobby and the comradeship. He and Bronte often attended the Club's Christmas Parties and Fun Fly activities.

Bob remained an active Member for thirty years. I can recall him as recently as 2016 still dressed immaculately and topped off with his straw hat. He was no longer bothered by oily motors and boxes of balsa. He had discovered "Ready to Fly" electric powered models or "foamies" which he continued to fly very well. He was a very safe, careful and responsible flyer. In fact talking to other Members we had difficulty recalling ever seeing Bob actually crash a plane.

To Bronte, sons Steve and Wayne and to their extended families, Members of the Holdfast Model Aero Club wish to express their sincere sympathies.

Farewell Bob.

Kingsley Neumann

Vice President

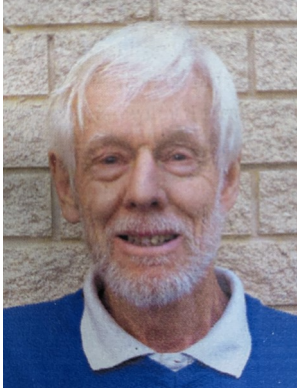
Holdfast Model Aero Club

11th May 2021



Wasting Time at University

My Introduction to Aeromodelling - by Mike Mildren



I started my course in Engineering at Adelaide University in 1952, having won a Commonwealth Scholarship in 1950. This scholarship brought me a useful living allowance, until I failed a few times, but by then National Service in the Citizens Military Forces brought me a good source of pocket money.

One August afternoon, during a surveying tutorial, a group of us started quietly chatting. Malcom Kinnaird, Bob Perry, Don Orchard, and I were at High School together, and we were joined by John Cannell who had a cadetship with the S.A. Railways. Kinnaird had been trying unsuccessfully all year to fly a Frog 500 C/L scale model he had built, and was keen to start on Team Racing; I and others had ambitions to build a railway layout, but so far hadn't managed anything – it was all too expensive. So we were

chatting about model building and the possibility of starting a Club at the Uni., where a bit of cooperation might make our dreams possible.

We went to see the Secretary of the Student's Union to ask how this might be done, and whether there was a place to establish a Clubroom - there was. He led us down to the basement of one of the Union buildings, where there was a 20 foot square room which had sunken windows and a smooth concrete floor which had been set up for a Boxing Club several years before (then defunct), and was empty except for a punchball in one corner and a wooden floor for the boxing ring. We could use that room.

Kinnaird, a born leader type (later teamed up with high school friend Don Hill to found consulting engineers "Kinhill"), was elected President and got us organised; to tell the Student's Union that we existed, to donate tools and materials to build a workbench, to write a set of basic Rules for the Club and set fees etc. We raided the room upstairs, ran a cable from the back of a power point (who needed approval?) down through the skirting board into our basement and installed a 240 volt power panel to provide electric power. Various students dropped in to see what we were doing, and some joined. With zero experience, I became Secretary/Treasurer for the next few years.

We gained a few aeromodellers and railroaders and started building C/L models and a railway layout (that was a slow job – we had to agree on the plan). One optimist started on a liquid fuelled rocket. We bought tools from Harris Scarfe's basement hardware department, timber from Globe Timber in Grenfell St., and model supplies from the Hobby Shop in Gawler place or Bill Evans's shop somewhere near West Tce. Both Harris Scarfe's and John Martins had hobby departments selling model railway stuff, balsa etc.. Dental student Barry Symons joined, bringing some useful experience with railway layouts.

Ag. Science student John Nicolson proved to be a high achiever in building the railway layout and rolling stock, and also had some success with C/L model aircraft. He joined the South Aust. Associated Aeromodellers (now MASA), registered the Adelaide University Modellers Club (AUMC), and encouraged others to join SAAA also. We held an annual picnic in Belair National Park and flew our C/L models on an oval there; this encouraged most of the others (including me) to build a model and learn to fly. I soon discovered that results in aeromodelling were much faster than in railroading, and transferred; joined SAAA in 1956 and became a club delegate.

One notable Geology student who was an experienced stunt flyer when he joined a year or so later, was Iain Macleay. Later still, we gained Roger Duance, also an experienced C/L stunt flyer. SAAA President at the time was Brian Horrocks, and MAAA Secretary was Bill Grabowsky, who attended SAAA meetings until he moved to Victoria a few years later. I spent all my spare time at University down in that Model club basement, building models, chatting to other members, and seldom doing any study; consequently failed several subjects; thus extending my stay at Uni from 4 to 7 years.



What's Happening around the Field

1. Repairs to the old shed storage room are nearing completion thanks to a lot of hard work by Bryan Christie and his team of helpers, namely Andy Hollitt, Peter Robertson and Terry Gold. The room looks good enough to live in! Bryan is working on painting the exterior all of the older buildings and would appreciate any help that people can give him. Contact the Secretary for more information.
2. Flying Training continues in a very positive manner, despite some poor weather. CFI Andy Hollitt and his Team of Instructors and Assistants are doing a great job
3. Our Membership numbers have maintained a high level despite (or maybe thanks to) the COVID restrictions. HMAAC is by far the biggest Club in South Australia. We have 102 Affiliated Members plus a further 17 associated Members.
4. Geoff Haynes has completed work on the automatic Weather Station and external camera. Anyone viewing our Website can get an instant read out of weather conditions AND check the flightline to see who is there. He has also installed a great security system.
5. Social Meetings have now officially resumed on the first Friday of the Month in the Clubrooms.
6. Our grass mowing team of Greg Peake and Karl Heberle are doing a great job keeping the field looking lovely even at the end of summer. We have a pile of top dressing material available for anyone to grab the barrow and shovel to fill in cracks.



Merchandise Sale

Did you know that the Club has some very nice merchandise for sale? It is always for sale but it seems to have been forgotten over the past year or two. I think there is nothing more unifying than to see our Club Members arrive at the field whether it be for a social occasion or to fly that latest masterpiece. The items consist of Polo Shirts, Caps, Cloth Badges, Metal Badges etc.

If you check the HMAAC website you will find a link to the well illustrated advertising page:

<https://holdfastmac.asn.au/merchandise/>

Contact Kingsley on 0427 973 902

CHECK OUT THE PRICES!

Even if the older styles do not appeal, how could you refuse such a bargain? The older styles are often worn for everyday visits and you can save the latest ones for Sunday best!





UPCOMING EVENTS

Pylon Racing

Sunday June 6th

Sunday July 4th

Social Meetings

Friday June 4th

"Show and Tell"

Friday July 2nd

TBA

HOLDFAST MODEL AERO CLUB

P.O. Box 94

O'Halloran Hill SA 5158

Club Phone: 08 8377 2708

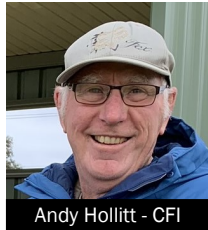
Web: www.holdfastmac.asn.au

Newsletter Editor

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Newcomers to RC modelling are catered for by setting aside every Sunday morning from 10 am when qualified instructors will teach all aspects required for the safe operation of the model. During the training period no other models are allowed to fly, ensuring the least possible distractions to the student.

Flight Instruction at HMAC



Andy Hollitt - CFI

CFI Andy Hollitt has introduced a new system of notifying Students and Instructors about the Sunday morning LIFT program. It was impossible to get an accurate weather forecast on Saturday, so now students are contacted by text early on Sunday morning (after Andy has looked out his window!) and asked to respond by 8:30AM if they're attending. Knowing the number of students coming, Instructors are then called in.

The absolute maximum forecast wind velocity is 20kph, maximum temperature 35C, no rain, no fog.

Welcome to our new MAAA Instructors Kirk Winters and Johann Van Wijk. Ian Lomas is doing a great job as a Club Instructor.

The following Instructors are often available and are invited to assist when they can:

John Jefferson, Kingsley Neumann, Johann Van Wijk, Kim Whitburn, Dave Whitten, Ian Lomas and Kirk Winters. Midweek Instructors are Geoff Haynes, John Muckalt, Ashley West and Phil Norwood.

Current Assistants who help with setting everything up and charging flight batteries are Garry Williams and Don Nairn.

The Club is fortunate to have a dedicated band of Instructors and Assistants who offer their services to learners almost every Sunday. We would like to have more people available to ease the workload. If you can help, please speak up and we can arrange the necessary familiarisation with the LIFT program.

Gold Wings standard is a prerequisite for all Instructors. A Working With Children Clearance from the Department of Human Services is required for all persons working with children under the age of 18 years.



Safety Reminder

Never connect a battery to an electric model when it is inside the shelters! This is a dangerous practice that could cause injury to yourself and/or others. A Safe Tag should be fitted to your electric model whenever it is unattended.

modelflight RC



**Ultra Power UP6+ AC/DC
Dual Output 600W charger**
2x 300W
\$279.99



**Ultra Power 60AC 60w AC Charger
with Deans Charge Lead**
\$79.99

NEW



**Spektrum NX6 DSM-X
Transmitter Only**
\$449.99

The NX6 is an evolution in Spektrum air radios that for the first time builds the connectivity and telemetry advantages of Smart Technology into a 6-channel transmitter. It's perfect for any pilot who wants easy programming plus advanced features.

- High-resolution, backlit, 3.2" color display screen
- Wi-Fi connectivity for easy product registration, model downloads and firmware updates
- Smart Technology compatibility out-of-the-box
- 3.7V 2000 mAh 1S Lithium Ion transmitter battery (included)
- Integrated serial port for supporting 3rd party modules
- USB port for charging and data transfer, and for use with any simulator that supports USB game controllers (including the RealFlight® RC Flight Simulator)
- Folding antenna
- Dual diversity antenna

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