

# HOLDFAST BUZZ

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### HMAC Annual Auction

The popular HMAC Annual Auction takes place on Friday November 6.

Full details on page 7

### Working Bee

Give a helping hand at our next Working Bee to be conducted on Sat Oct 17.

More details on page 4

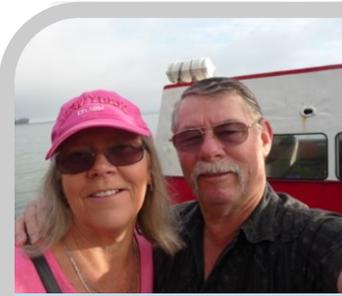
## Boys and Their Toys



Mike Keele (L) and Geoff Loades (R) proudly displaying their models. Mike's is a speedy little P51 racer, while Geoff's larger P51 is a great all-rounder, suitable for both training and aerobatic flight. The Pawnee in the foreground belongs to Kingsley Neumann.

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 Geoff at [buzz@holdfastmac.asn.au](mailto:buzz@holdfastmac.asn.au) for inclusion in a future edition of BUZZ.

## Meet Our New President



Graham Paterson

My name is Graham Paterson. I have been married for forty six years to Kathy. We live about four minutes from HMAc at Trott Park. After leaving school I entered into a five year apprenticeship as a Fitter and Turner and continued with my trade for the rest of my working life in which I ended up as the Production Manager for an engineering company. Since then I have moved on to a better job - retired!

I have been retired for over six years. In my youthful years I was a bike rider for Holdfast Bay Cycling Association where I competed on a state level. I consider one of my best achievements was breaking a track record in a one mile event.

A few years later I joined the South Australian Gun Club and took up trap shooting where I competed most weekends at various clubs around the state. When I gave shooting away I went into martial arts for fifteen years and achieved the rank of Third Dan; one of my best achievements was competing in the Australian Nationals where I was a runner up, coming third in the black belt division.

As far as aero modelling goes I have always had an interest in aircraft. I started off building rubber powered models using balsa and tissue paper and flying them from my neighbour's tennis court at around the age of ten.

When I was in my early twenties I started to build and fly control line model aeroplanes. It wasn't until I was in my fifties that I took up flying remote control at HMAc. Since then I have become a gold wings instructor and also gone on to get my full size pilots licence.

I get a lot of enjoyment from the club. There is the social side, flying models and being able to pass on my knowledge to the beginners on a Sunday morning. I get a lot of pleasure seeing a student go solo.

My latest appointment at HMAc has been as President. As far as improvements go, we have a hard working committee with good ideas and the drive to bring these ideas into reality.

*Graham Paterson  
President*



### National Model Flying Day

Sunday October 25 is National Model Flying Day. Bring the family. Bring your models. BBQ & refreshments available. 11:30 am start.

## Warbirds Over Wanaka - Holiday Package

Helloworld at Old Reynella has a holiday that members might be interested in taking.

**Warbirds over Wanaka International Air Show in New Zealand.  
March 25-27, 2016**



Packages start from \$668 per person. They can also create a personalised trip for a group of 10 or more. Feel free to drop into Helloworld Old Reynella or email Carly for more information.

Shop 8, 211-225 Old South Road, Old Reynella, SA 5161

Ph: 08 8322 9472

Em: [carly.oldreynella@helloworld.com.au](mailto:carly.oldreynella@helloworld.com.au)



### Looking for a Bargain?

Check out the "Buy & Sell" page on our website.



## Tribute to Ross Lloyd, aeromodeller extraordinaire. 1942-2015



Ross joined the Holdfast Model Aero Club on 17<sup>th</sup> August 2000. When I met him it was immediately obvious that he had a passion for model aeroplanes and electronics. To the amazement of everyone he actually manufactured and utilised his own fully proportional radio set.

Ross was always willing to dive into the depths of any radio device and sort it out. The first time that I went around to his magnificent Pasadena home and met his lovely wife, Pam, I was struck by his passion and appreciation of the finer things in life. Of course I was given the conducted tour of his historic hobby collection and his Aladdin's Cave of workshops

Ross was a fastidious and meticulous builder. He was always on the lookout for new materials or techniques that would come in handy for model building. And he seemed to have a great network of friends and associates in Australia and indeed around the world. He loved to share his latest finds at the Club Meetings and he won several awards for fine building.

The main aim of the game for Ross was to have fun. To this end he set up a series of Fun Fly competition days at Holdfast and managed to fire up enthusiasm among all the Club Members. Everyone wanted to try Bomb Dropping and Precision Aircraft Carrier Landings.

Ross served the Club as a Committee man and also as Club Secretary. But in recent years Ross developed a real passion for teaching people to fly. He was often the first person to walk up to a new Member on a Sunday morning, check his plane out and then get them into the air as quickly as possible.

Ross and fellow Club Member Dave Whitten recently worked together in the newly emerging commercial Unmanned Aerial Vehicle area. Ross, along with several other HMAAC Members, was heavily involved as a volunteer at the Australian Science and Mathematics School, promoting interest in aeromodelling among young people.

Just in the last few months Ross convinced the HMAAC Committee to embark on a new program to promote our Club. This very important new step is designed to increase membership and maximise enjoyment of model flying. The Club will continue with this project.

Ross will be missed at the Monday Morning Coffee Club.  
He will be missed on the Flight Line.  
He will be missed at Working Bees.  
He will be missed at Committee Meetings.  
He will be missed at the ASMS building sessions.  
Ross was taken too soon.  
Vale Ross Lloyd

*Kingsley Neumann*



## Welcome to New Members

The Club extends a warm welcome to Joseph Tan, Martin Blake, Lloyd Bentley, Wade Bentley and Columba Cairney who have joined in recent months. We hope you enjoy participating in this fascinating sport and we look forward to your continuing membership.





Kingsley Neumann

*"... In the immediate future we can look forward to involvement in the National Model Flying Day on Sunday October 25th ..."*

## Committee Report

The Committee will provide regular reports to Members via this column in BUZZ. Any important items will be notified directly to Members by e-mail.

HMAC is a progressive Club your new Committee has some new ideas on how to improve your experience at the field. Sometimes (actually nearly all the time) the ideas come faster than the actions. However, the Committee hopes that the overall result will be good.

It has become obvious that despite the best intentions of Members to help out, the best results come when professional help is used. For example the professionally built shelter is much better than one that we could have done ourselves. We can help to finish it off a bit better and hopefully that will happen over the next few months. The items to be fixed include paving, wind proofing at the bottom edge and weather proofing of the open windows.

A large part of our secretary's time has been consumed in preparing for applications to various bodies for financial grants. Ian has presented a well thought out model for development of our facilities. There is a complex procedure to follow for all of this but it will be all worthwhile if the money comes our way. The big ticket items are a septic tank system, removal of the old shed and building a new combined tractor shed and storage facility. We would prefer to not have to deal

with the septic system but it will come under examination when building plans are lodged.

In the immediate future we can look forward to involvement in the National Model Flying Day on Sunday October 25th. This is an MAAA initiative and will happen with a lot of publicity in the press and TV. HMAC will not be putting on a special event, as such, but all Members are invited to come out and enjoy flying your favourite models on this day, from about 11.30 AM and into the afternoon.

We will have Flying Training as usual in the morning from 10.00 AM and we will be launching an exciting New Members package describing a means of getting into the Club without having to immediately purchase RC equipment. This will be known as the "Low-cost Integrated Flying Training" (LIFT) scheme.

A special handout will be available to members of the public, including a number of the MAAA gliders for kids. BBQ snacks will be available and everyone will be invited to come over and enjoy a snack and a chat with HMAC Members at the Clubrooms. The Committee would appreciate your cooperation and assistance.

A Working Bee has been arranged for a big clean-up on Saturday October 17th. Let's hope for a bit of fine weather!

*Kingsley Neumann  
Vice President*



## We need Your Help at our Next Working Bee

The Club is organising a working bee on Saturday October 17th commencing at 9:00 am. Many hands make light work, so please come along and assist with a general clean-up of the field. Tasks include removal of weeds, lopping of low-hanging tree branches, painting of fence posts and gates, rubbish removal and repairs to paved areas.

You should wear appropriate working clothes and gloves. If you have a "whipper snipper", pruning toll or paint brush, that will be helpful too. See you there!



### Looking for a Bargain?

Check out the "Buy & Sell" page on our website.

### \*\*\* WARNING ABOUT LiPo DISPOSAL \*\*\*

**DO NOT dispose of LiPo batteries in the Club rubbish bin !!!**

**Take them home, discharge them completely, then wire the output leads together.**

**They are then safe to dispose along with your normal rubbish.**

## Smoothie, anyone? - by John Jefferson



As a result of the demise of my last project (pseudo vintage model), I decided it would be prudent to build a proven design rather than risk another "home brew" effort. Trawling the internet for plane designs, as one does, I came across a kit that ticked all the boxes for me. It was a retro design from the 1970s, called "Smoothie", which had that vintage/sparty look that I was after. It was essentially a sport aircraft intended for a 40/46 size glow engine. The kit was originally released by Balsa USA in the 1970s, and apparently because of its popularity it was re-released with a number of updates to cater for modern systems. Yes, I had to have it: out with the credit card and email an order through to the US of A.

Ten days later it arrived; a box of various bits of die-cut balsa, plywood, hardwood and some hardware. The box also contained two sets of instructions; the current set comprising 32 pages, and the original of 4 pages from the 1970s which was included for "entertainment". It was interesting to compare the rather cursory original to the latest version.



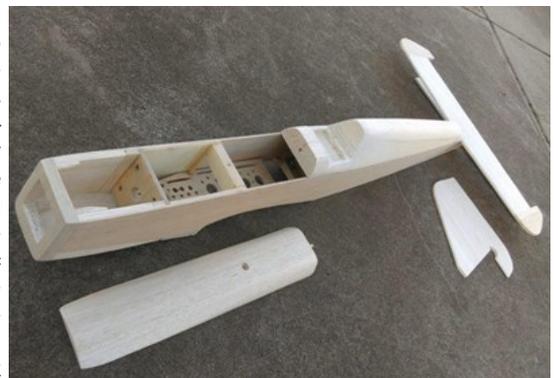
My intention was to power the model with an electric motor rather than a glow engine. The plans were drawn for glow power so I had to make some changes to accommodate the outrunner, speed controller and Li-Po battery pack, as well as allowing for enough cooling air to flow over the electrics and out the bottom of the fuselage. A bit of thinking, drawing on graph paper and the theory was sorted. Hopefully the theory will prove correct when the time comes!

*"...the fully symmetrical wing went together easily. I decided not to have any dihedral, preferring a straight wing. I was quite pleased with the result, no warping or banana bends ..."*

Surprisingly the top hatch was more than adequate to facilitate battery changes; no need to take the wing off, just undo one screw, too easy. In the meantime I ordered a 46 equivalent electric motor, 70 amp speed controller and a couple of 4000 mAh 4S Li-Po batteries. Fortunately I had a new 6 channel receiver in my parts bin, so that would be ideal; no extra cost. I thought it prudent to hold off building the fuselage until the electrics were delivered because I needed their exact dimensions to make sure they could fit inside the modified internals. Although the dimensions were available online, I wanted to be sure the items were as advertised and avoid unnecessary surgery once the firewall and battery tray etc. were glued in place. Just as well I waited because the advertised dimensions did not include the prop driver, which would dictate where the firewall should be placed.



While waiting for the electrics to arrive I started building the wing. First task was to read the instruction manual, twice, to make sure I could identify the appropriate pieces (which were not marked). Most of the die-cut wood was easily identified, only a few items needed to be measured to make sure the correct one was to be used. Just as well I have imperial tools and rulers as the Americans are yet to convert to the metric system (if they ever will!). A couple of the parts were not quite the size specified in the manual, but that was easily resolved. Anyway, the fully symmetrical wing went together easily. I decided not to have any dihedral, preferring a straight wing. I was quite pleased with the result, no warping or banana bends, got to be happy with that.



Cont. on next page ...

## Smoothie, anyone? (cont.)

As the build progressed I had a couple of diversions. At my recent birthday (the big 70 no less) I ended up with two aviation related presents. One was a Lego Technic cargo plane intended for youngsters in the 10-16 age range. However, my gift giver modified the packaging so the age range on the box indicated 70.0 to 70.1 years old (very ingenious). It took me some 25 hours spread over 9 days to put it together, all 1300 pieces. The plane has manually operated control surfaces, and battery powered reversible props, front and rear loading decks as well as retractable undercarriage. The other was a Neon-X Micro Quad from another friend. A tiny quadcopter with an integral 1S 100 mAh Li-Po together with a tiny 2.4 GHz transmitter. Great fun flying indoors!



Enough of the diversions - back to the Smoothie. Ready to tackle the fuselage, tail feathers and undercarriage.

To be continued...



## From the Flight Line - Kingsley Neumann

By now all Members who have renewed for 2015-16 will have received their new Membership card showing their registered Wings Status. If you qualified for the old Bronze Wings you should have received shiny new Silver Wings. This allows you to fly aircraft up to 7Kg weight - the same as before! If you are about to sit for your first Wings after achieving Solo AND you are flying a light electric model such as an Apprentice, you will be eligible for Bronze Wings. This enables you to fly planes up to a maximum of 2Kg. When you are ready to fly something heavier it is simply a matter of doing an identical practical test for Silver but the model must weigh more than 2Kg. The Written tests for HMAC Solo and HMAC Bronze have been updated to reflect the new weight limits. Please feel free to discuss the tests at any time with an Instructor.

Don't forget the 10 Metre rule. Club Rules require you to operate your aircraft no closer than 10 metres from the flight line at all times. This includes taking off and landing. One common sense exception is that if there is an easterly wind, you may safely take off pointing the model away from the flight line. When the wind is from the due west or due east take care to NOT point the model directly at the flight line. Usually a conventional circuit is possible, with a last minute turn to align the model into wind for a landing. And while I am on the subject, if you are landing to the north you must make the approach from a right hand circuit. You must not do a left base as I have seen on several occasions recently because this takes the model too close to the pine trees and Lonsdale Road. It is also clearly in contravention to Club Rules.

We now have several Members flying quadcopters. So far, so good. These tricky machines are still required to operate in accordance with Club Rules and if using FPV, a safety pilot must be able to observe the quad visually at all times. We are watching with interest to see how operations work out. The quad is not that different to a conventional helicopter and they will often be flown in the Helicopter Flying training Area. A bit of common sense from all parties will be the best formula. Let's see how we can cooperate.

Ted Carter and Greg Peake have been certified to operate the tractor, so this will help spread the workload of keeping the field in tip-top shape for flying.



## HMAC Annual Auction - Save the Date!

Friday Nov 6, 2015

Cosgrove Hall  
50 York Ave, Clovelly Park

Doors open at 6:30 pm for set up only.

Trading tables operate from 7:00 pm.

Auction of larger items starts at 7:30 pm

Cool drinks, tea, coffee and biscuits on sale.

Here's your chance to buy equipment at bargain basement prices, or clear your hangar of unneeded kit.

Don't miss it!



## Christmas BBQ - Sunday December 6

Keep this day free to celebrate Christmas with your fellow members (spouses/partners welcome).

A BBQ lunch is provided (BYO alcohol).

The presentation of Annual Award trophies will also take place at this event.





## HOLDFAST MODEL AERO CLUB

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Newsletter Editor  
[buzz@holdfastmac.asn.au](mailto:buzz@holdfastmac.asn.au)

Newcomers to R/C 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.

## Pylon & Combat Competition Results

### 2nd August

#### Open class pylon

Peter Robertson (HMAC) 97  
Graham Paterson (HMAC) 79  
Finn Kanck (Noarlunga) 74  
Greg Leigh (Noarlunga) 21

#### Electric class pylon

Bob McEwin (HMAC) 81  
Ian Cole (HMAC) 72

#### WWI & WWII combat

No missions flown due to adverse weather

#### Standard class pylon

John Jefferson (HMAC) 63  
Ian Cole (HMAC) 47

### 6th September

No pylon races or combat missions undertaken due to adverse wind and rain.



### SCHEDULE OF EVENTS

- Fri Oct 2 - General Meeting
- Sun Oct 4 - Pylon & Combat
- Wed Oct 7 - MASA Meeting
- Sat Oct 17 - Working Bee
- Wed Oct 21 - Committee Meeting
- Sun Oct 24 - National Flying Day
- Sun Nov 1 - Pylon & Combat
- Wed Nov 4 - MASA Meeting
- Fri Nov 6 - HMAC Auction

## Flying Achievements

Solo **Christian Brooker** Instructors - John Jefferson, Max Thomas

Congratulations also to Luke Szarek and Shawn Jones, both of whom have attained Instructor Status

## Instructor Roster (October - November)

Date	Instructor	Instructor	Assistant
OCT 4	John Jefferson	(Open)	Max Thomas
OCT 11	Graham Paterson	(Open)	Ted Carter
OCT 18	Kingsley Neumann	(Open)	Trevor Baudinette
OCT 25	Peter Robertson	(Open)	Max Thomas
NOV 1	John Jefferson	(Open)	Ted Carter
NOV 8	Graham Paterson	(Open)	Trevor Baudinette
NOV 15	Kingsley Neumann	(Open)	Max Thomas
NOV 22	Peter Robertson	(Open)	Ted Carter
NOV 29	John Jefferson	(Open)	Trevor Baudinette

Our thanks go to those keen instructors who offer their assistance to train new pilots. Some even turn up even when they are not rostered on. Advanced Flying Training is available on request, so if you want to brush up your flying for a Wings test, please arrange a session with one of the Instructors. There are still a number of "Solo Only" flyers out there who could easily qualify for the Bronze or Silver Wings.