



HOLDFAST BUZZ

HMAC proudly sponsored by **modelflight** RC

Pylon in!

A total of 10 pilots competed in the July 5th pylon racing classes. It was very encouraging to see so many attending following the easing of COVID-19 restrictions. A special thanks go to the pilots from Noarlunga and Constellation clubs who continue to support Holdfast's competition day on the first Sunday of the month. If anyone is interested in competing, please see us on competition day and we'll answer all your questions. It's a great way to improve your flying skills.



Inset Left: Kathy Paterson, one of the dedicated judges/ Organisers
Inset Right: Oops! Accidents sometimes happen

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Left: Nick Stollznaw and Andy Hollitt, **Centre:** David Bache and Andy Hollitt, **Right:** Phil Norwood and Kaleb Odgers

With COVID Restrictions, it 's been a bit hard to keep track of the 2020 Flying Achievements. Well done to Nick Stollznaw (Silver), Mike Hallsworth (Silver), David Bache (Bronze) & Kaleb Odgers (Bronze). Some photos above.

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 Chris at buzz@holdfastmac.asn.au for inclusion in a future edition of BUZZ.



Kingsley Neumann

...Flying Competitions have resumed from the beginning of July. The first turnout was impressive and I am sure that we can build on that with more combat entries...

From the President

The months roll by and we have seen variations of restrictions due to COVID-19. Fortunately we have been able to resume virtually normal Club operations since early July. We are constantly reminded by Health Authorities that we must maintain Social Distancing and frequent washing of hands. In addition sanitisation of shared equipment is very important. Our best advice is that this is likely to be the new normal for quite some time in our community. I thank you all for cooperating and consequently we are now able to continue to enjoy our hobby.

The Committee has established a routine of holding its meetings using home computers and ZOOM. This is surprisingly very good and in fact just like having a meeting at the Clubrooms but from the comfort of our own homes. Club Social meetings have been suspended indefinitely but we are watching and waiting to see how we might be able to resume them within the confines of our Clubroom. The Annual General Meeting has been deferred until Friday September 4th and it may have to involve Members in a Zoom meeting to ensure representation for election of officers and the legal requirements. You will all be advised of the final format, and notices will be going out in due course.

It is pleasing to see that the preparation for installation of Solar Panels is now complete and it is just a matter of selecting a final installer. The majority of finance for this major change came from a grant made to us by Marion Council. When operational we will eliminate a significant amount of our annual running costs.

Our Chief Flying Instructor, Kim Whitburn has decided not to renew with HMAAC but to move over to Skyhawks Club, where his son flies. Kim has done an outstanding job managing our fleet of training aircraft and Instructors. He has set a high standard and we are very grateful to Kim for his work.

It gives me great pleasure to welcome our new CFI, Andy Hollitt. Andy thought long and hard about the responsibilities and some of the difficulties but eventually decided that he would do it. Andy is an ideas man and you will see from his background published in this edition that he is highly qualified in both model and full size aviation.

Flying Competitions have resumed from the beginning of July. The first turnout was impressive and I am sure that we can build on that with more combat entries. Thanks to all the helpers and competitors on the day. Unfortunately we have lost the services of our long term BBQ chef and organiser John Anthony. Health regulations have slowed us up in the resumption of community meals but it is expected that we will resume shortly. Anyone who would like to help is welcome to do so. It is good background for our next Bunnings BBQ which is anticipated later in the year. Everyone loves the smell of a sausage sizzle!

Finally, I must announce that I will be standing down from the position of Club President after many years due to family health problems. I perhaps should have stood down last year but have soldiered on. It is time to stand aside now and the election of all office bearers and ordinary Committee positions will be held at the September AGM. I implore anyone who is interested in serving on the Committee to nominate for a position. We do need a succession plan for our management group and the ideal way in is via the four or five Committee Member positions.

Keep flying and keep safe!

Kingsley Neumann



Vale Gerry Turner 1933-2020

I first met Gerry when I started work as a junior Air Traffic Controller in the Parafield control tower in 1970. Gerry had been recruited in the UK due to a shortage of Australian controllers at the time. His previous experience as an RAF Navigator and also as a military air Traffic Controller stood him in good stead for his new civilian career. I found it fascinating to hear Gerry relating stories of his serious aviation adventures and comical mishaps while on active military service.

I distinctly remember Gerry talking about his RAF days and being scrambled to shadow giant Russian Tupolev Bombers over Europe in the Cold War. And there were other stories about some hands-on flying lessons in the Canberra bomber given to Gerry by the pilot "just in case". The Malayan campaign also featured in many of Gerry's stories. The stories were always delivered with his customary good natured humour.

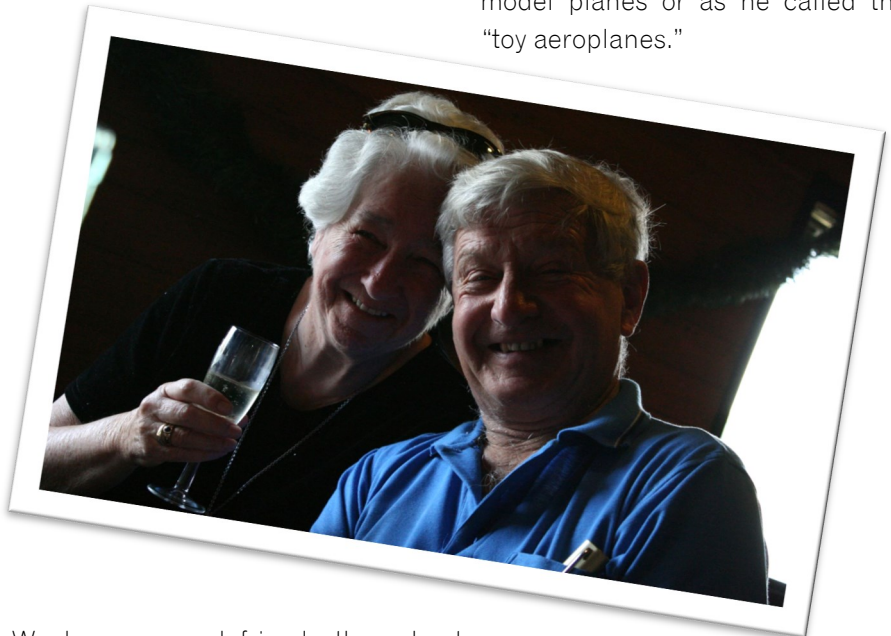


The circuit pattern at Parafield could be very busy during the day, in fact it was one of the busiest Australian airports at the time. However, towards evening when the traffic quietened down to virtually nil, Gerry could be found cutting and gluing balsa over a plan spread out on a table in the back of the tower. I discovered he was an avid aeromodeller.

He introduced me to Radio Control flying and even gave a demonstration of his latest model on the apron after the tower had closed for the evening.

The model flew well and Gerry had a big grin on his face as he said

"Watch this loop!". Sadly the dihedral brace was not strong enough and the wings clapped hands under the G force! Gerry really enjoyed working at Parafield and eventually went on to become OIC for a number of years and then into the Noise Abatement section at DaCosta building.



We became good friends throughout those years and there were many parties with wives and girlfriends down at Fulham Gardens. They were fun times.

Gerry and I joined the Holdfast Club over 30 years ago and he went into larger models. Some were more successful than others. He even built an early jet turbine powered aircraft which did fly but is more famous for having set fire to the grass in his back yard.

Gerry was also the HMA Librarian for many years. Gerry and his wife Mary attended many of the Club social events and he really enjoyed every

aspect of modelling until his eyesight began to fail.

I was most impressed that son Stephen and his brothers provided transport to the field for their dad allowing him to continue his involvement with the famous Monday Morning Coffee Club where there was more talking rather than actual flying. And he loved it to the very end.

I will always remember Gerry for his love of aviation in general, love of his wife Mary and family, his quirky sense of humour and his shed full of model planes or as he called them "toy aeroplanes."

All good things do come to an end. As Mary said to me a few weeks before his passing, "We are well prepared and ready for it", but that doesn't make the reality any easier. Gerry has now slipped the surly bonds of life on earth and I am sure he is spinning yarns somewhere up there and dreaming of his next big "Toy Plane"

Farewell, old friend!

Kingsley Neumann



...I wanted to go faster than the trucks below me and built 'Wild Thang', a Jabiru SK. A great little composite aircraft that I flew all over the place...

Chief Flight Instructor

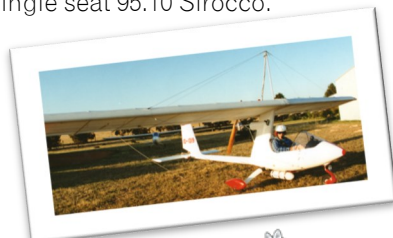
It's with sadness we farewell Kim Whitburn as our Chief Flying Instructor. Kim took on the role with great tenacity and his organisation and people skills made the training programs not only more streamlined, but more enjoyable for everyone. We thank Kim for his work with the club and wish him well pursuing his interests with his son at the Skyhawks club. We hope to see you back Kim.

Andy Hollitt has generously offered to take on the role and will no doubt continue Kim's good work. Many will know Andy as a capable and experienced RC pilot who always has an interesting range of craft and technology at the field. Andy is approachable and often willing to help and provide advice for new and not so new RC pilots.

We welcome Andy to this position and following is an introduction from Andy Hollitt – Chief Flying Instructor:

I started my love affair with aviation when I was around 10 years old. I built a rubber powered, tissue covered model with my grandfather. It flew really well on the maiden flight and disappeared, never to be seen again. I should have learnt from this; but foolishly continued my fascination with flight, joining HMAc during my apprentice years at Philips Hendon. At the time we had the field, but still met in the rooms at Partridge St. I built my own servos from kits and receivers were precious. I remember flying a Pilot QB10 OS powered motor glider and then getting an Aeroflite Brolga motor glider. Powered by a 540 brushed motor and NiCd batteries taken from grass shears, it struggled in to the air; my how things have changed!

After a few marriages, I tried full size gliding and then Ultralights. I got my licence and bought my very own aircraft, a single seat 95.10 Sirocco.



I eventually sold it as I wanted to go faster than the trucks below me and built 'Wild Thang', a Jabiru SK. A great little composite aircraft that I flew all over the place. I also flew Powered Parachutes. But eventually I'd seen enough brown paddocks and got bored with the whole (expensive) thing, sold everything off and returned to flying model aircraft.



I live just 10 minutes from the field and feel very fortunate to have such a fascinating hobby in my retirement. I love anything radio controlled and fly electric powered models, slope soarers, gliders, FPV race quads and FPV fixed wing (low & fast!), helis, indoor models and float planes. I'm also in to drifting, rock crawling, on road, RC motorbikes, off road, boats and I even built a 6M long RC submarine for the Goolwa Wooden Boat Festival (the sub was a registered vessel and I was in it!).



I look forward to training people to get their wings so they can have fun flying safely at HMAc,

Andy Hollitt





Seagull Delta Racer .46 ARF
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Phoenix Piper J3 Cub 20cc ARF
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Seagull Shock Cub 50cc ARF
\$999.99 Coming Soon



Phoenix Edge 20cc ARF
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John Jefferson

...As forecast, the day dawned sunny and calm. This would definitely be the day for the Curare's maiden flight...



Curare 40 Maiden Flight by John Jefferson

Finally, with the build finished it was time to prepare for the maiden flight. As usual I checked the Bureau of Meteorology's website to see when conditions would be ideal for the Curare's first flight. If the forecast was correct, in a day or two the weather gods would be kind enough to give us reasonably calm flying conditions.

In the meantime I thoroughly checked the airframe and all fittings to make sure everything was secure and working the way it should. In particular I double checked the centre of gravity to make sure I hadn't slipped up with my original set-up; all good. Next was to charge the on-board flight battery as well as my glow drivers (I have three of them) and starter battery. Don't want to get to the field and find the batteries flat. I also mixed a fresh batch of fuel to make sure I didn't have a problem in that regard.

As forecast, the day dawned sunny and calm. This would definitely be the day for the Curare's maiden flight. The car was packed and my wife Marika and I went to the field. Arriving at the field it was pleasing to see the weather was calm there as well. Too many times I had left home where the conditions were calm but a different story up on the hill – but thankfully not today.

The Curare was assembled and fuelled up in readiness for flight. A range check showed all was good with the radio gear. After engine start I decided to just taxi the model to check its ground handling before taking to the air. No surprises there.

Back in the pits and a quick check showed nothing had vibrated off the model. I refuelling it and all was in readiness for the moment of truth. Being prudent I asked club member Dave Whitten who happened to be nearby to stand with me as observer and if necessary to help with trim inputs. Dave was happy to oblige.

I had high and low rates set up on my transmitter, but decided to take off on high rates and switch to low rates if needed. OK, engine start, taxi onto the field, line up into wind and hold. No-one else was flying at the time so I had the field to myself. A deep breath, full power and she became airborne after a shortish ground run. She responded

well to the high rates so I left them there. Its trim was slightly out as I had to apply a couple of clicks to aileron and elevator to be able to fly hands off. Getting height I put her into a stall to see how she reacted; a bit of mushing followed by the nose dropping and airspeed regained quickly without the dreaded wing drop. Very benign indeed; kudos to the designers Hans and Hanno Prettnner.

Time to land. I set her up for a long gentle approach coming in from the south. Even though the speed was decaying she wanted to continue flying. I thought she would overshoot the landing area and get too close to the northern fence so I powered up and did a go-around. Next time I reduced power earlier and she came down fairly smoothly with a longish ground roll. Whew!

Glad that was over and she was still in one piece. I thought I'd leave it at that for the day, satisfied with the fact that the model flew better than I expected.

It was time for a coffee so Marika and I, and Dave and his partner Lynne went to Glenelg for refreshments and to wind down after the day's activity.

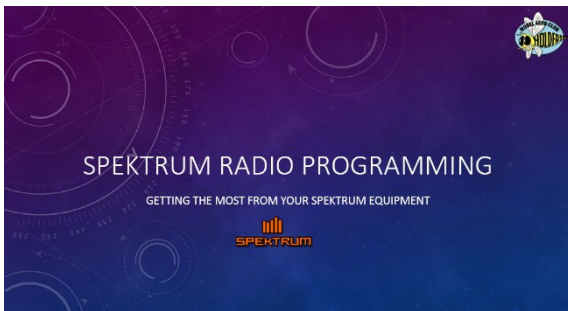
At home, one thing I did change was the colour of the canopy. Originally it was opaque, but as I didn't like it I painted it black, which to my mind looks better on the model.

A few days later I was back at the field and this time I did some gentle aerobatics to see how she performed those. I must admit I was very pleased with its flying characteristics. When you think that the design is over 40 years old, they did it right indeed.

I can't wait to get the Curare back in the air again.



Spektrum Transmitter Programming Class



We will be conducting a half-day class on programming the Spektrum DX series Transmitter on Saturday October 17th, 2020. The class is designed to give owners of Spektrum transmitters a solid understanding of the capabilities and features of these radios so they can set up their models for best performance.

DETAILS

Course:	An Introduction to Spektrum Radio Programming - <i>Getting the best from your Spektrum equipment</i>
Instructor:	Geoff Haynes
Location:	HMAC Clubroom
Date:	Saturday, 17 th October, 2020
Time:	9:00 am – 1:00 pm
Max Class Size:	6
Eligibility:	Ownership of a current Spektrum DX6 or higher transmitter (excludes DX6i and iX series). Attendees are required to bring their own transmitter to the class.
Cost:	Free to current HMAC members. Morning tea/coffee & muffins provided.

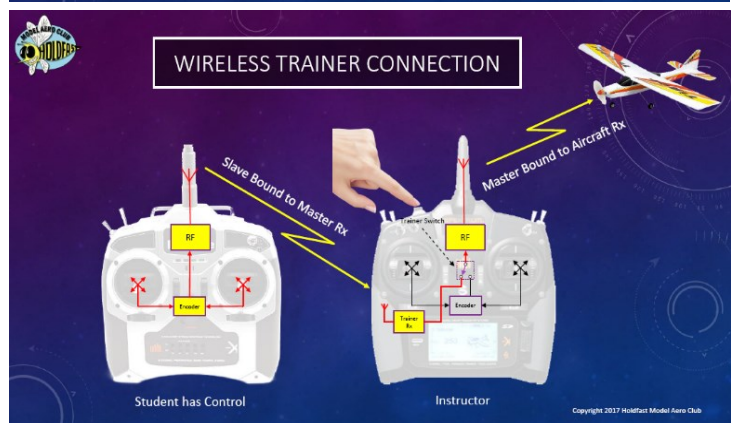
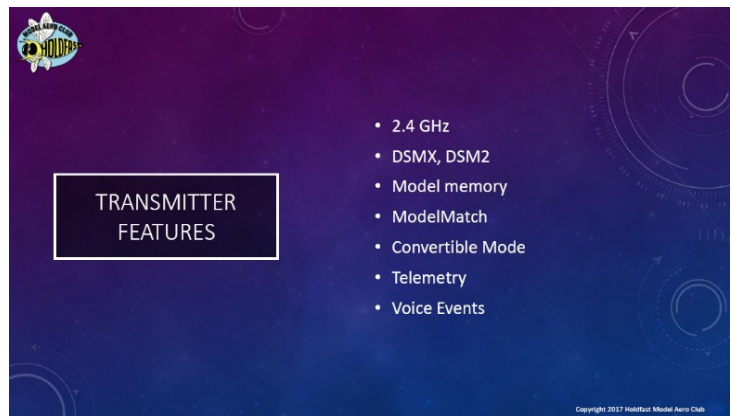


Topics covered:

Spektrum radio models and features
Radio Jargon
Basic Tx Setup
 Creating a Model
 Configuring Servo Parameters
 Binding the Model to the Receiver
 Demo & Practical Exercise

Advanced Tx Setup
 Multiple Rates
 Expo
 Flight Modes
 Mixes
 Voice Events
 Demo & Practical Exercise

Trainer Modes
 Connecting Tx's as Master & Slave
 Configuring the Master Tx
 Configuring the Slave Tx
 Demo & Practical Exercise



The class size is limited to 6 attendees in order to maximise one-to-one interaction between instructor and student during the time available. Please apply for a place by email to Geoff at treasurer@holdfastmac.asn.au. If supply exceeds demand, we will look at scheduling a second class.





UPCOMING EVENTS

Sun Aug 2 - Pylon & Combat
 Wed Aug 5 - MASA Meeting
 Wed Aug 19 - Committee Meeting
 Wed Sep 2 - MASA Meeting
 Fri Sep 4 - HMAC AGM
 Sun Sep 6 - Pylon & Combat
 Wed Sep 16 - Committee Meeting

Safety Reminder

Warning from CFI:

2 very experienced pilots have recently lost planes in fog. You get very little warning, a bit of wispy stuff, then the plane disappears in front of your eyes. Please only fly when you know the weather conditions are safe.

HOLDFAST MODEL AERO CLUB

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 Web: www.holdfastmac.asn.au

Newsletter Editor
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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.

Competition Results

June 7th

Open class pylon

No flying due to COVID19
 Restrictions

Standard class pylon

No flying due to COVID19
 Restrictions

Electric class pylon

No flying due to COVID19
 Restrictions

WW I combat

No flying due to COVID19
 Restrictions

WW II combat

No flying due to COVID19
 Restrictions

July 5th

Open class pylon

Pete Smyth (HMCA) 104
 Tom Jacobsen (Noarlunga) 81
 Pete Robertson (HMCA) 74
 Graham Paterson (HMCA) 58
 John Yianni (Connie) 19

Standard class pylon

John Jefferson (HMCA) 69
 Bryan Christie (HMCA) 46

Electric class pylon

Trevor Pearce (Connie) 93
 Pete Smyth (HMCA) 88
 Vin Pike (HMCA) 85
 Craig Spratt (Connie) 24

WW I combat

No mission flown

WW II combat

No mission flown

Instructor Roster (Aug-Sep)

Date	Instructor	Instructor	Instructor	Assistant
AUG 02	Andy Hollitt	John Jefferson	Kirk Winters	Don Nairn
AUG 09	Andy Hollitt	Phil Norwood	Dave Whitten	Karl Heberle
AUG 16	Ian Faulkner	John Jefferson	Kirk Winters	Don Nairn
AUG 23	Andy Hollitt	Phil Norwood	John Jefferson	Karl Heberle
AUG 30	Andy Hollitt	Ian Faulkner	Kirk Winters	Don Nairn
SEP 06	Andy Hollitt	John Jefferson	Ian Faulkner	Karl Heberle
SEP 13	Ian Faulkner	Phil Norwood	John Jefferson	Don Nairn
SEP 20	Andy Hollitt	John Jefferson	Ian Faulkner	Karl Heberle
SEP 27	Ian Faulkner	Phil Norwood	Kirk Winters	Don Nairn

The following instructors are often available and are invited to assist when they can: Shawn Jones, Ian Williams, Ashley West and Dave Whitten, 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 on the Roster to ease the workload. If you can help, please speak up and we can arrange the necessary Instructor Course. Gold Wings standard is a prerequisite for all Instructors.

