



HOLDFAST BUZZ

HMAC proudly sponsored by **modelflight RC**



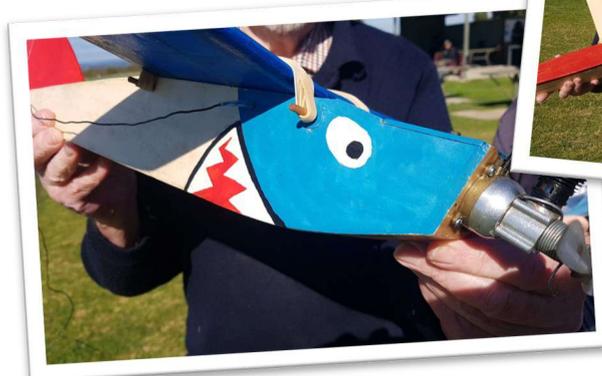
After much hard work and many challenges, HMAC's new solar power installation is up and running. With a generous grant from Marion Council coupled with approved expenditure from HMAC's members, we now have a 4.95kW system running with a 4KW inverter. We expect, on average with electricity generated we should be in credit. This means a big saving on running costs which will be able to be spent elsewhere in the club. A big thank you to the Marion Council and the club members who made this happen.

Left: The tractor shed holds the solar panels facing the north to capture the most sunlight.

Inset Right: The inverter showing how much juice we're producing!

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Left: 'Sharkface' 1965 model **Right:** Merv Harris and Mal Dyer with their 'Blunderbird' models, from 1970 plans. More information about these models on page 5.

Feeling nostalgic? Check out these old timers... talking about the planes of course! These and more on page 5.

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.



Terry Gold

...I think we do a pretty good job of balancing fun and safety. Getting that balance right is fundamental to the Club...

From the President

As I was preparing for my first HMAAC Committee meeting as President, I thought about what this club means to me. I like that the name is "Holdfast Model Aero Club" because to me that means "nearly anything that flies" and not just fixed wing aeroplanes. And Remote Control is not part of the name, because in 1956 the kids who founded the Club were flying free flight or control line and must have only dreamed about remotely piloting their aircraft.

The first time I visited the field and Don Nairn offered me an introductory LIFT flight, I realised that I was among people who had a lot of fun but who also took safety seriously. My training was not just in how to take off and land, but also how to show an appropriate amount of respect for the spinning propellers. To solo I had to show a fair amount of control of the aeroplane in the air and on the ground, but also an understanding of how to fly safely. As the new President I won't be the "fun police" but I do take seriously that the Committee has to look out for everyone. I think we do a pretty good job of balancing fun and safety. Getting that balance right is fundamental to the Club.

Another thing I noticed in my early days at the Club was that people of all experience levels and interests are welcome here. When I showed up at the field with my first plane no one tried to make me feel like I was a second-class member because I didn't build it myself out of balsa. In fact, it was the balsa builders who encouraged me to rebuild my first ARF plane when I nearly destroyed it in a painful crash. When I completely destroyed it in another crash, the balsa builders encouraged me to find a plan and build it from scratch, and I am grateful to them for introducing me to another part of the hobby. But again, no one judged me for my (lack of) experience or my interests.

I think welcoming all experience levels and interests is fundamental to this Club as well and I plan to encourage and support that attitude.

Finally, I recognise that different people want different things from the Club. For some it is a social club where flying is secondary and that's OK. For others, they are happy to fly alone and skip the meetings and events, and that's OK too, though volunteering occasionally to keep the Club going will be much appreciated.

To improve communications and transparency, we have created a blog section on the Club website. Just click on blog in the left-hand column above General Info and you will see what I've written so far about my first Committee Meeting as President and a reprint of my email to the Club after being nominated. This will be just one way of increasing communications within the Club and I hope to extend it to other people who want to contribute as well.

I always look forward to the new issue of Buzz. Chris Flynn has been doing a great job of editing and publishing Buzz since before I was a member, but he has asked to step back and let someone else take it over. Please consider volunteering to take this on if you think you have the skills and dedication to get it done.

I'm sure you've checked out the front page about our new solar installation. Thanks to Geoff Haynes, Ian Faulkner and everyone else who helped to make this a reality, and especially Marion Council who has been very supportive of the Holdfast Model Aero Club over the years.

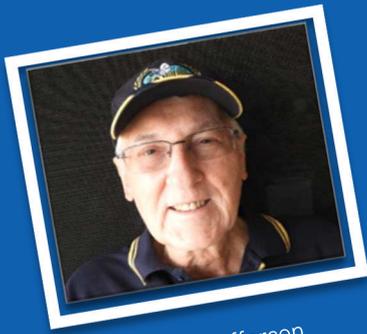
Finally, you might want to start making room in the shed for a new plane. Our next Buy Sell day is coming up and I can't wait to see what shows up!

Terry Gold - President

Spektrum Transmitter Programming Class

Don't forget 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. More info on page 6.





John Jefferson

...a form of flying that will help sharpen your reflexes and improve your overall abilities. Those three minutes in the air with up to three other competitors at the same time can be intense, but immensely rewarding



Pylon Racers



Combat Planes

Combat & Pylon Competition by John Jefferson

Do you ever think about competing or helping out on the first Sunday of the month when we have our pylon racing and World War I and II combat events?

Competing in pylon racing is a great way of getting involved in something different to the usual sport/aerobatic flying we do. Simple rules require each plane to conform to a basic construction formula so that no pilot has an unfair advantage over others - pilot skill will largely determine the outcome of races. There are three classes of racers: standard, open and electric. It's also a form of flying that will help sharpen your reflexes and improve your overall abilities. Those three minutes in the air with up to three other competitors at the same time can be intense, but immensely rewarding when you clock up a reasonable number of laps.

The popularity of pylon racing hasn't declined over the years as we still get up to ten or so pilots competing. As well as Holdfast club members we have pilots from Noarlunga and Constellation clubs regularly attending. This is an encouraging sign that our competition racing days are still regarded as worthwhile events.

Combat aircraft are also subject to some simple rules to ensure an even playing field for all combatants. Essentially you need a fighter aircraft of the type used in World War I (mostly biplanes) or World War II. You choose whether it's an Allied or Axis aircraft. Here the flying is more of a free for all, a classic dogfight. It's an intense three minutes, but absolute fun. Admittedly there is a risk that you could be involved in a mid-air collision, but the upside is that you score points for that as well.

Unfortunately combat flying no longer attracts the numbers of pilots we used to have competing on any combat day. Maybe it's a risk pilots are not prepared to take. It's a pity we no longer see the spectacle of three or four combatants chasing each other around the sky. Nowadays we're fortunate to see two battling it out.

The proliferation of ready to fly foam electric models these days could be a reason why people are not participating in

pylon or combat events. There is no actual building of the model, simply assembly of pre-made parts. This in turn means less people are involved in building the old fashioned way using balsa and plywood. Our pylon and combat aircraft do require time and effort to build a flyable example; and the reward is immense. Besides, if your model comes to grief, knowing how you put it together will certainly help with repairs. It's amazing what you can do with some balsa, ply and glue.

Pylon and combat take a bit of organising, and we have a regular crew who look after the logistics of these events. First and foremost we have our contest director, Kathy Paterson. She's the one that oversees both events, making sure all competitors are accounted for, keeping time for each race and combat as well as tallying the scores at the end of the day. Then we have our light marshals who sit at the far end of the pylon course and operate the coloured light signalling system and keep score of the number of laps flown. Operating the lights requires four people, one for each light. If available, a fifth person communicates with Kathy on the two way radio, otherwise one of the four has to do the communicating as well as signalling and counting laps - multi tasking. Their motto is "Never, ever take your eyes off your designated plane!" - it can get very interesting when there are two or more planes with similar colour schemes circulating on the field, particularly the faster ones in open and electric classes. Without the contribution of Kathy and the light marshals we would not be able to run these events, their assistance is greatly appreciated.

So, if you're looking for something a bit different, give some thought to pylon racing or combat. We can explain the rules to you. Or, if you'd like to help out as a pylon light marshal, come forward and we'll show you the ropes, even if it's just taking out and packing up the equipment on the day. The competitors and the club would be grateful for your input.





BUY & SELL DAY

Sat Nov 7th 2020, 09:30am

It's On Again!

The open air format continues at our Club field this year. Admission is free but you must provide your own setup (e.g. table, chairs, shade etc.) if you bring items for sale. No commission taken. Sell direct.

The field will be open from 9:00 am to set up. MAAA members with Bronze Wings or higher are welcome to fly at the field. A sausage sizzle will be available. Covid19 restrictions apply. Please observe social distancing at all times.



Free Admission

**Sausage Sizzle &
Refreshments
available**

Come & Fly Too
**Must be MAAA member with
at least Bronze Wings**

HOLDFAST MODEL AERO CLUB
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www.holdfastmac.asn.au

HMAC proudly sponsored by
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What's with the white lines on the field?

You must keep your model 30M from people not involved with flying. The flight line is 20M from the pit area; therefore, you must keep your model 10M from the flight line. No one ever knew where that was! The white line running North South is 10M from the flight line, so please fly and land your models outside that line.

Note that the 30M rule also applies to people walking around the perimeter of the field, you must keep at least 30M distance from them. The box in front of the flight line is a no taxi zone. Go around the box, not through it! Foamies (like the Apprentice) will get airborne if taxied just a bit too fast and it's therefore not safe to taxi towards the flight line. Many of us are in the habit of walking to the flight line, putting our plane on the ground beyond the bollards and taking off. If there's a control issue the plane can come back at those on the flight line. This happened just a few days ago.

There are white lines extending from each end of the flight line. Put your model here, arm it, check the control sense and taxi on to the field. After landing, taxi back to the line, shut down the model and make it safe.

The line at 90 degrees to the 10M line is just for fun, to practice spot landings. - Andy Hollitt, CFI.



Nostalgia

Sharkface by Eric Clutton

Aeromodeller - May 1965

Merv Harris (Left) and Mal Dyer with their models of "Sharkface", built from a plan which was featured in *Aeromodeller* magazine of May 1965. Both models are powered by Cox 049 Glo Motors.

"Sharkface" was originally designed for single channel operation, but both models have now been fitted with rudder and elevator control. The original had a wing span of 22" (560mm) but we increased the span to a massive 25" (630mm). They fly well and are quite nippy in the air.



Blunderbird by Cliff Kershaw

English Radio Control Models & Electronics Magazine - July 1970

Mal Dyer (Left) and Merv Harris with their models of "Blunderbird", built from a plan which was featured in *Radio Control Models and Electronics* magazine of July 1970. The Blunderbird has a wingspan of 36" (915mm).

"Blunderbird" was originally designed for single channel, but both models have been fitted with rudder and elevator control. Merv's model is powered by an original Taipan 1.5cc Diesel engine from 1963. Mal's model is powered by an original Frog 150 (1.5cc) motor from 1951.

The typical sound of a small diesel motor in the air is music to the ears. Whenever a bottle of fuel is opened, older modellers soon gather like bees around the honeypot to take in the smell of ether.



Nostalgia... cont.

Scale Day at HMAC

by Kingsley Neumann - *Circa 1992*

HMAC had a strong commitment to the art of Scale Modelling for many years. Regular competitions were held so Members could pit their works of art against one another. Many models were scratch built from plans or modified kits (there was no such thing as ARF). It was often quite a serious business with documentation required for static judging followed by a series of flying manoeuvres that were designed to emulate the real aircraft.

Holdfast always managed to get a number of representatives into the State Scale championships and even the National competitions. We devised a fun version of the event for regular Club activities at our field and we called it "Simple Scale". For this competition, kit built models were acceptable and judging was less rigorous. In the accompanying photo, taken in about 1992 some members might recognise Kingsley Neumann, Trevor Potter, Ian Hobby, Bob McEwin, Geoff Burdon, Bob Tweedale, John Modistach, Bob Fisher, Ken Burdon, Andrew Modistach



Spektrum Transmitter Programming Class - **get in quick!**

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 HMCA members. Morning tea/coffee & muffins provided. Registration required. Email Geoff - treasurer@holdfastmac.asn.au



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HOLDFAST MODEL AERO CLUB

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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

August 2nd

Open class pylon

Tom Jacobsen (Noarlunga) 102
 Pete Robertson (HMAC) 92
 Graham Paterson (HMAC) 59
 John Yianni (Connie) 24

Standard class pylon

Bryan Christie (HMAC) 61
 John Jefferson (HMAC) 50

Electric class pylon

Trevor Pearce (Connie) 96
 Craig Spratt (Connie) 85
 Dave Whitten (HMAC) 60
 Vin Pike (HMAC) 39

WW I combat

No missions flown

WW II combat

No missions flown

September 6th

Open class pylon

Tom Jacobsen (Noarlunga) 104
 Pete Robertson (HMAC) 96
 Craig Spratt (Connie) 16
 Graham Paterson (HMAC) 14
 John Yianni (Connie) 9

Standard class pylon

John Jefferson (HMAC) 61
 Bryan Christie (HMAC) 57

Electric class pylon

Trevor Pearce (Connie) 93
 Craig Spratt (Connie) 83

WW I combat

No mission flown

WW II combat

No mission flown

UPCOMING EVENTS

- Sun Oct 4 - Pylon & Combat
- Wed Oct 7 - MASA Meeting
- Wed Oct 21- Committee Meeting
- Sun Nov 1- Pylon & Combat
- Wed Nov 4 - MASA Meeting
- Sat Nov 7 - Buy & Sell Day
- Wed Nov 18 - Committee Meeting

Achievement

Congratulations go to Kirk Winters for his recent achievement of Gold Wings at HMAC.

Here is Kirk receiving his Gold Wings from Chief Flying Instructor (CFI) Andy Hollitt. Well done Kirk!



New Members

It's been a while since we acknowledged new and returning social and full members. Welcome social members **Lynne Jarrad** and **Garry Williams**, associate member **Paul Wilkinson**, members **Robert Fisher**, **Sonny Carroll**, **Ian Lomas**, **Anthony May** and **Luke Szarek**. We also welcome a new junior member **Kalen Szarek** who has joined with his dad Luke. We are glad to see members returning and new; we hope you all enjoy the hobby and being part of HMAC!

Instructor Roster (Oct –Nov)

Date	Instructor	Instructor	Instructor	Assistant
Oct 04	Andy Hollitt	John Jefferson	Kirk Winters	Don Nairn
Oct 11	Andy Hollitt	Phil Norwood	Ian Faulkner	Karl Heberle
Oct 18	Ian Faulkner	John Jefferson	Kirk Winters	Don Nairn
Oct 25	Andy Hollitt	Phil Norwood	John Jefferson	Karl Heberle
Nov 01	Andy Hollitt	Ian Faulkner	Kirk Winters	Don Nairn
Nov 08	Andy Hollitt	John Jefferson	Ian Faulkner	Karl Heberle
Nov 15	Ian Faulkner	Phil Norwood	John Jefferson	Don Nairn
Nov 22	Andy Hollitt	John Jefferson	Ian Faulkner	Karl Heberle
Nov 29	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.

