



HOLDFAST BUZZ

HMAC proudly sponsored by
modelflight RC

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**Discounts on
Merchandise!**

See p. 9 for details

A Picture of Concentration



Holdfast Club has had great success with its unique Flight Training Program (LIFT). The details can be viewed on our website. There is no doubt, however, that it requires a lot of repetitious hard work and concentration. And that applies equally to the dedicated Instructors such as John Muckalt (R) as well as the eager trainees like Peter Gilbert (L) shown in this photo captured by Terry Gold.

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 can expect to see a survey in your email shortly asking if you would help us build a register of skills within the membership."

From the President

Hi Everyone,

For some of you this is your first issue of Buzz. Others have read every issue since the beginning, which makes me wonder – when did the first issue of Buzz come out? The oldest copy on the website is dated January 2014, but it says it is Volume 5, Issue 1.

Mike Mildren has taken an interest in helping us improve the website and to capture more of the club's history so it can be posted on the website for all to see. If you have a favourite story about the club or members be sure and let Mike know or send me an email and I'll pass it on to him.

There was a common theme in most of the archived newsletters and that was talk about the maintenance of the field and ways to improve the buildings. In that newsletter from January 2014 there were concerns about the new radio mast being proposed by SA Water and there was mention of a trial crosswind runway.

Today we see the fences going up to the East for the new proposed soccer fields and we are trialling the Sunrise Strip as an option for early morning flights to help keep the sun out of our eyes. And we still have a lot of volunteers maintaining the field and we continue to improve the facilities.

Speaking of maintenance, the committee could use your help. You can expect to see a survey in your email shortly asking if you would help us build a register of skills within the membership. With this information we can reduce the cost of improvements and maintenance by calling on members to volunteer those skills or provide them at a discounted rate. Please consider filling it out, and to all who are currently pitching in to maintain the club you are very much appreciated.

In the January 2014 issue of Buzz John Jefferson wrote a column about his new Parkzone VisionAire foam aerobatic aircraft. Looking at the photo he

submitted, I'm pretty sure I saw him flying that same VisionAire yesterday. I'm not surprised that he's kept that plane flying this long, and I'm also sure it isn't even close to the record for the club. Who do you think has the record for the oldest-yet-still-flying-regularly aeroplane?

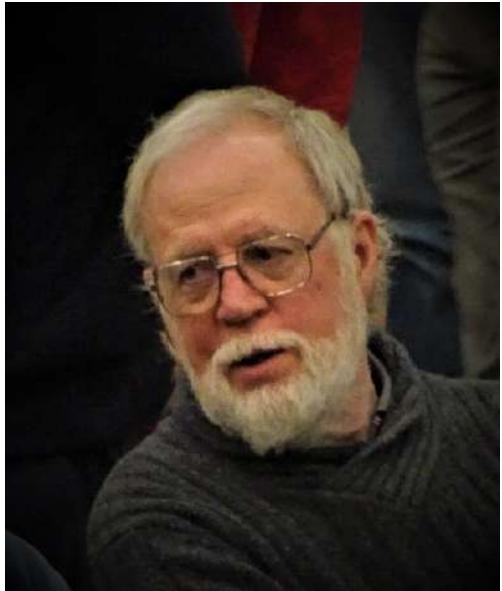
You might have noticed that our Budget setting meeting is due in May. Due to COVID restrictions and a desire to get as many people to participate as possible, we are going to do it by an online vote like we did last year. We actually had more members voting last year than in years past, so look for the announcement and please respond if you can.

Due to easing of Covid restrictions, it is time for another in-person meeting for those that want to get together at the Clubrooms. It will be Friday 7 May and will be about building scale models. Graham Paterson will be bringing along his wonderful P40 and we will have a conversation about building and researching scale models.

The hardest part of writing this column this month is finding the words to thank Ian Faulkner for all he has done for this club. I'm afraid I have failed. Please see the note about our friend Ian in this issue.

Terry Gold





Ian Faulkner

By now many of you will have heard that our hard working, diligent and much admired Club Secretary is very unwell. Ian has been suffering from acute leg and hip pain for many months. He was admitted to hospital in January for a hip replacement procedure. Unfortunately this did not go well and he still had enormous pain and difficulty in walking. Further investigations revealed he had a tumour on the spine. This was treated with nuclear therapy but unfortunately he has now been diagnosed with osteo-sarcoma which is incurable. Ian is currently in the Flinders Medical Centre Palliative Care section. Just prior to his move to Flinders, Club President Terry Gold, Treasurer Geoff Haynes and Vice President Kingsley Neumann visited Ian and his wife Jan at their home in Millswood. Ian was communicating well and very clear about his future. In typical fashion he had prepared a handover of outstanding items and documents for the Executive.

Jan has asked that no visitors should attend the centre. Jan and sons Joseph and Luke and families see him every day. The Club has expressed great concern and best wishes to Ian and his family for this difficult time .

The secretarial duties are being covered by Kingsley as a nominated assistant Secretary for the time being.





John Jefferson

Editor's Note: John is back on deck and trying to enjoy his flying when he can.

Pylon Racing Results

7th February 2021

Open class pylon

Tom Jacobsen (Noarlunga) 105
Graham Paterson (HMAC) 90
Pete Robertson (HMAC) 90
John Yianni (Connie) 87
Greg Leigh (Noarlunga) 66

Standard class pylon

John Jefferson (HMAC) 72
Bryan Christie (HMAC) 57

Electric class pylon

Trevor Pearce (Connie) 103
Greg Leigh (Noarlunga) 86
Craig Spratt (Connie) 85
Ian Cole (HMAC) 29

7th March 2021

Open class

Pete Robertson (HMAC) 101
Graham Paterson (HMAC)
83
Greg Leigh (Noarlunga) 71

Standard class

Bryan Christie (HMAC) 56

Electric class

Trevor Pearce (Connie) 98
Greg Leigh (Noarlunga) 88
Craig Spratt (Connie) 22



Kathy keeps the boys in line!

NOTE:

Pylon is definitely scheduled for Easter Sunday!



John Jeffo wins again!



Extra 300S

Walter Extra is a German award-winning aerobatic pilot and chief aircraft designer who founded the aerobatic aircraft manufacturer Extra Flugzeugbau. Extra was trained as a mechanical engineer. He flew gliders and then powered aircraft, entering aerobatic competitions.

The Extra series of aerobatic aircraft are amongst the world's best purpose designed types, flown by some of the world's best aerobatic pilots – the Red Bull races for example.

So what has this to do with flying models at Holdfast you ask? The answer is that there are a number of model companies which include (or did include at some stage) an Extra in their product range, whether it be a laser cut kit, almost ready to fly kit or foam ready to fly. For true model makers there are plans from which you can start building from scratch.

My experience with an Extra began ten years ago when I bought an electric powered, foamie Extra 300. It clocked up well over 300 flights in that time and it was a great flyer. I don't know if there's any significance in that number but unfortunately the ravages of time and a heavy "arrival" resulted in the foam deciding it no longer wanted to stay in one piece but a number of pieces. At the post mortem it was obvious that surgery was out of the question so I did what I usually do when a model is retired – strip it of all the bits and pieces that may have a future use and discard the shell.

At the same time I was starting to get withdrawal symptoms; I'd finished building my previous model some months back and there was nothing on my building board. I get great satisfaction in spending time on a build and then seeing it take to the air. Nowadays it seems that I tend to spend more time in the workshop than actually flying.

As usual, I contacted club member Bob McEwin and asked if he could source a plan for an aerobatic model and then cut a short kit for me. Bob did his magic and came up with a plan for an Extra 300s originally drawn up by the renowned English modeller David Boddington. Win, win – I'll have a model to build and another Extra. Bob duly made up a short kit for me. However, this one was a bit different, although the plan was for traditional balsa and ply construction; the leading edges of the wing were foam while the rest of the wing was balsa. OK, I could cope with that, some of the other models I'd built had foam core wings.

I picked up the short kit and full size plan from Bob and took them home to study the plan and work out a build sequence. Although the plan had all the relevant specifications, you don't get instructions as it is expected you have the knowledge to understand what everything means. The first thing I did was to match the basic parts Bob cut to the plan and work out what additional material I'd need. In addition, the plan was for a 40 two stroke/70 four stroke size glow engine, but I decided to make it electric powered. This meant I would have to work out where to install a battery tray, and importantly a battery hatch because I didn't want the hassle of taking the wing off for every battery change. After lots of calculations,

measuring and visualising I came up with appropriate solutions. That was the easy part, the hard part would be actually making these components, given they were not on the plan itself. Challenge accepted.

John Jefferson leads us on another journey of building from scratch

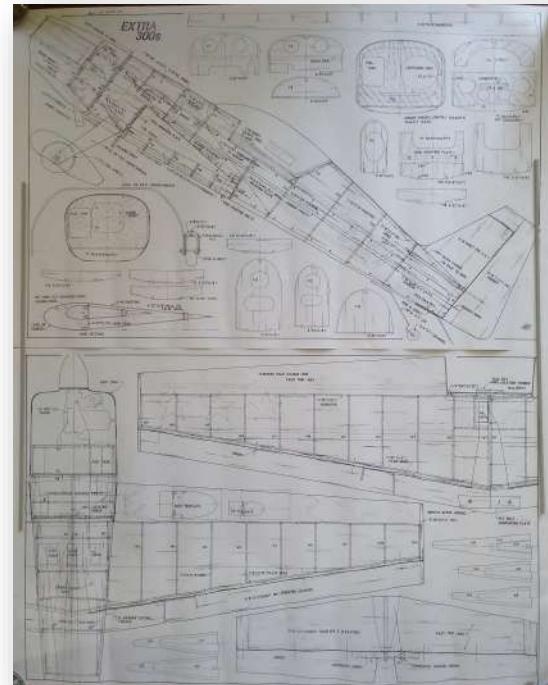
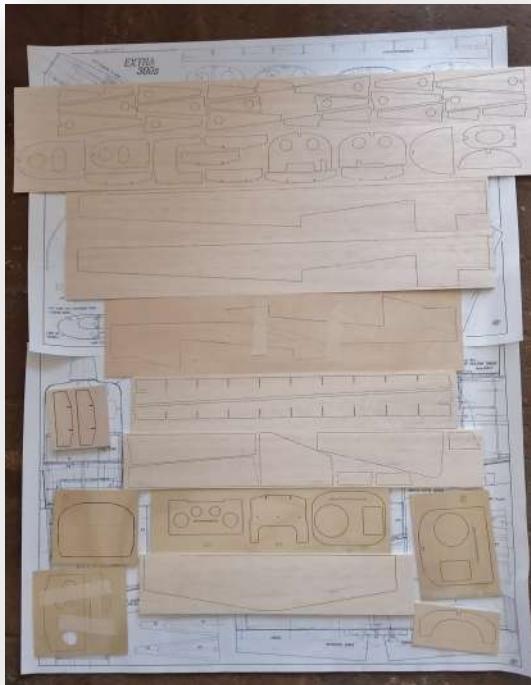
Extra 300S (cont.)

My spare parts bin had lots of equipment from previous builds and/or “retired” models. There was a 600 Kv electric motor, 100 amp speed controller, 6 channel receiver, servos and all sorts of hardware. I ended up buying a minimal amount of balsa as I had most of what I needed, and a couple of slim wing servos. The plan showed a single wing servo with torque rods to the ailerons, but my preference was for an individual servo on each wing (another plan deviation to be considered).

I think I spent some three or four hours just poring over the plan to get an appreciation of the build sequence and importantly, where and how my modifications would be made. During this process I found out what the “s” in 300s meant – single seat. Some full size Extra aircraft are two seaters whereas this one was designed for pilot only.

Enough pondering - time to get on with the actual build. Watch this space.

John Jefferson



Remember to SafeTag your Electric model. It's Mandatory at HMAC!



It's easy to make your own SafeTag. We even supply you with the green ribbon for free.

More information at www.holdfastmac.asn.au/technical-articles/safetag-system/



From the Chief Flying Instructor

ARE WE HAVING FUN YET?

I know we have many members who have built lovely big models, that never get flown lest they end up in the rubbish bin. I also watch as guys finally get one of these things started and taxi out for a nerve-wracking flight. I also have some big models, but the models I fly the most are foamies weighing under 2Kg, because they are low stress fun. They're no good in wind. Wrong. AS3X receivers fitted to modern foamies make these light weight planes punch way above their weight. The wind velocity limit for Sunday morning training is 20kph and we're training beginners. The UMX Turbo Timber weighs just 125gm and will easily fly in 20kph wind because of the gyro stabilisation.

They're slow. Well, that's what makes them easier to fly, but at the same time they have excellent power/weight ratio so they're fun to fly. I have an S800 FPV race wing that covers the 300M length of the field in 7 seconds (150kph), so foamies are not necessarily slow! My experience with crashing foam models (yes, I do it too) is that you can often pick up all of the pieces, glue them back together and continue flying, unlike wooden models that disintegrate and go straight to the bin. Our instructors are not just there for newbies. If you want to have a go at flying a foam model, come along on a Sunday morning and try flying a foamie for fun.

Here's some recommended foamies from Modelflight.

Andy Hollitt, CFI



VALIANT. Classic looks tail dragger, nice flyer. 1.3m span. 1.2Kg RTF.



MAULE. Scale tail dragger with flaps, aerobatic, powerful. 1.5m span. Heavier at 1.9Kg RTF



RADIAN. Motor glider, slow flying, great thermal glider. 2m span. 900g RTF.



APPRENTICE STS 15S or the older 15e Popular trainer, docile. Tricycle undercarriage. 1.5m span. 4Kg RTF



TURBO TIMBER. Bush plane with flaps, big wheels & heaps of power. 1.55m span. 1.7Kg RTF.



From the Chief Flying Instructor

INCIDENT REPORTS

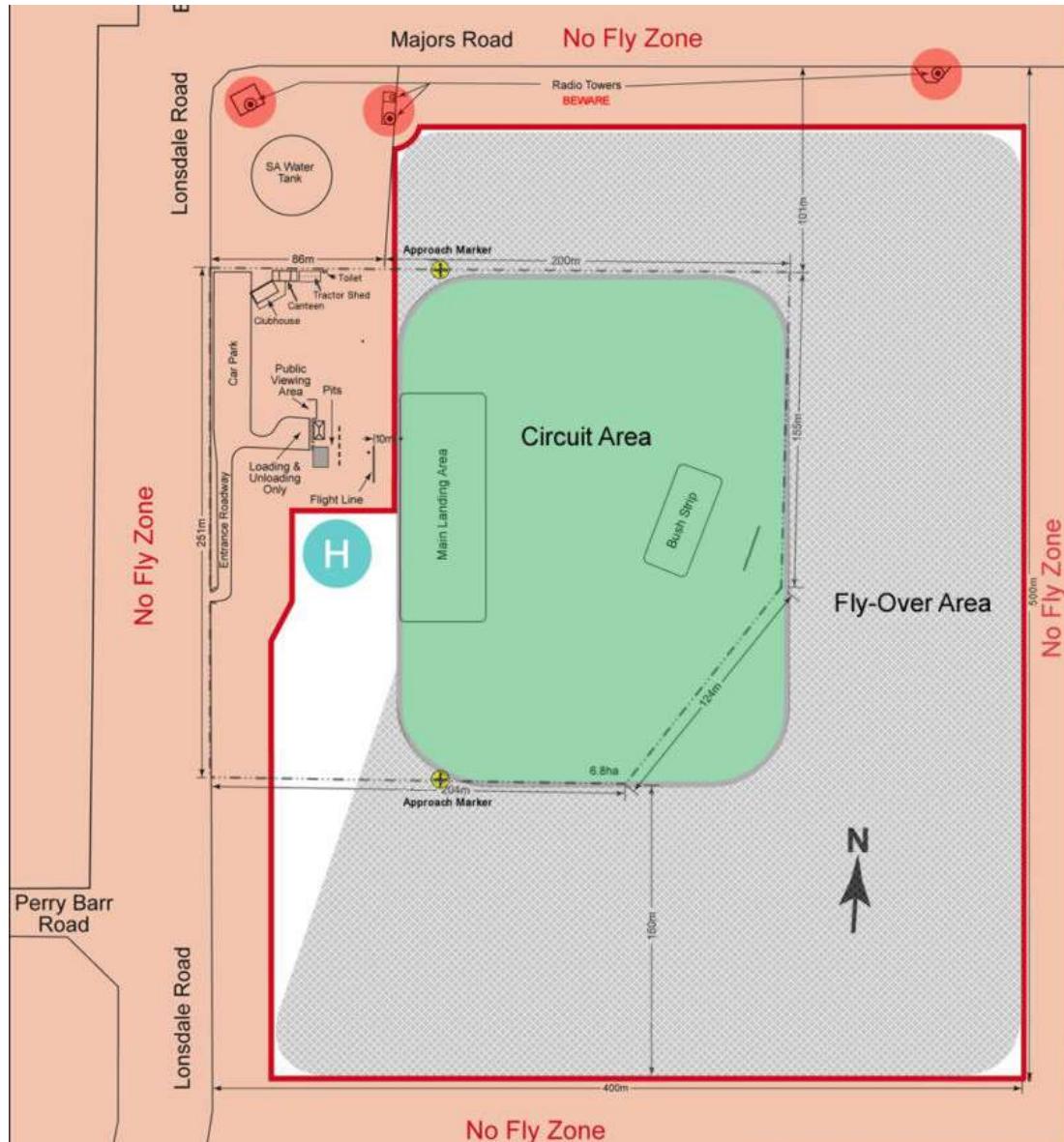
When do I have to fill in an HMAC Incident Report? When your plane lands/crashes anywhere outside the red border, as shown on the map below. (The green area is the fenced area).

But there was no damage. Doesn't matter, you must still submit an Incident Report. They're on the HMAC web page under 'Guidelines'.

What's the point? Crashing on to our field happens to us all. But a crash outside our flying area is usually NOT due to pilot error and we'd like to know what happened, so that we can advise members in order to prevent more incidents/accidents. For example, last winter 2 models disappeared in fog that formed much faster than anticipated. We now advise members to avoid flying if there's any sign of fog in the area. Recently the rubber bands securing the wing on a large trainer failed. You'll see a notice in this issue as a result of that Incident Report.

Bottom line: A model that crashes on to the road and causes a motor car accident could lose us the field. If your plane crashes outside the flying area, we need to know why, thanks,

Andy Hollitt, CFI



Throttle Cut & Failsafe on Electric Models

By Geoff Haynes

I've done some testing with an electric model at home, using 3 different receivers - Spektrum AR7000 with satellite Rx, Spektrum AR636 AS3X and Orange R620X DSMX compatible Rx. My transmitter is a Spektrum DX9.



I had no problems binding all 3 receivers using both power-on and menu binding. However, something interesting occurs on the R620X relating to the throttle cut switch, which I have set at -130% (the default value in the Tx Throttle Cut menu) when active.

If after the bind is completed, I power on the Tx & Rx with throttle cut active, then turn off the Tx to check failsafe, the motor jumps to ~20% power. If I power on the Rx & Tx with throttle cut disabled (motor armed), then turn off the Tx to check failsafe, the motor remains off.

Because the ESC calibrates itself during initial connection, it sets the lowest end of its range to the value being received from the throttle channel. It seems that the Orange Rx passes on the -130% value to the ESC if throttle cut is active, while the Spektrum receivers appear to cap it at -100%. But failsafe is set by default to -100% throttle, which is well above the ESC's "Off" setting of -130%. Hence the reason why the motor bursts into action if the Tx is then turned off to check failsafe.

The lesson I've learned from this is:

Never set the throttle cut value to less than -100% (preferred), or make sure throttle cut is not active when turning on the Tx. Whilst I had this problem only with the Orange receiver, there's nothing to say it couldn't happen with older Spektrum receivers or certain brands of ESC. I've heard that others have had a similar experience with certain combinations of ESC and receiver, so it is certainly something to be aware of.

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 HMAC webpage you will find a link to the well illustrated advertising page:

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

Contact Kingsley on 0427 973902

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**

April 4th

(Daylight Saving ends)

General Meeting

Friday May 7th -

"Scale Models"

Friday June 4th -

TBA

HOLDFAST MODEL AERO CLUB
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 Web: www.holdfastmac.asn.au
 Newsletter Editor
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.

New Members

The Club extends a warm welcome to the following:

Paul Trim, Mike Nelson, Ian McDowall (returning)

We trust that you will enjoy the facilities at Holdfast and have a great time flying RC

Shortage of Instructors and Assistants

Members please note that we have a shortage of Sunday Instructors at the moment. Andy is doing his best to keep the LIFT system going and we can call on a few volunteers from the list below. Midweek instruction by arrangement continues. If you have Gold Wings you might like to try out as a Club Instructor. Please let Andy know. The roster below is tentative only.

Instructor Roster (April - May)

Date	Instructor	Instructor	Instructor	Assistant
APR 4 (Easter)	Andy Hollitt	TBA		Karl Heberle
APR 11	Andy Hollitt	TBA		Garry Williams
APR 18	Andy Hollitt	TBA (GH)		Karl Heberle
APR 25	Andy Hollitt	TBA (GH)		Garry Williams
MAY 2	Andy Hollitt	TBA (GH)		Karl Heberle
MAY 9 (Mothers Day)	Andy Hollitt	TBA		Garry Williams
MAY 16	Andy Hollitt	TBA		Karl Heberle
MAY 23	Andy Hollitt	TBA		Garry Williams
MAY 30	Andy Hollitt	TBA		Karl Heberle

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

Ashley West, Kingsley Neumann 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.



**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