



# HOLDFAST BUZZ

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**modelflight** RC

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### Magpies Scrambling for attack!

The annual nesting season is in full swing and our local magpies are fiercely protecting their patch. They might damage your model so take care!



**Some Fancy Machines seen at Holdfast  
and they all belong to local Members**

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



Terry Gold

“You will be hearing about improvements to our Wings Program.”

## From the President

This month I finished building my third balsa aeroplane and despite a lot of wind and rain recently, I've managed to get sixteen flights on it. The plans for the Electric Chaos were first published in RCM Magazine in 2002 and it was meant to use seven nicad batteries and a Speed 400 motor. It was modelled after Joe Bridi's classic pattern aircraft, the Utter Kaos, but used much lighter construction methods borrowed from another classic design, the Electric Kitten. With a modern LiPO and outrunner motor it's even lighter than the original and probably faster too. Thanks to everyone who has encouraged me to build, as it's been great fun and I'm already thinking about the next project – maybe a design of my own? I was in Alice Springs recently and saw a de Havilland Drover that was designed and built here in Australia and flew for the Royal Flying Doctors Service. As far as I can tell it's never been modelled.

Speaking of projects, the work to redo the old shed continues. It's looking so good with the new paint and repairs that Bryan Christie did that we've decided to start calling it The Canteen rather than the old shed. We just need to rehang the cabinets and fixtures and this phase will be done.

Some members have asked if we could improve the track between the gate and the car park. There are some low spots and some rough spots, but after getting some expert advice it's been recommended that we not attempt to grade or fill it as it would require heavy equipment to make it any better than it is already. Mike Mildren has been doing some spot filling and we could help him out at the next Working Bee which is scheduled for 23 October. You'll see that Mike has set a piece of concrete so that the gate rests on it when closed. This will help to keep the gate from bashing your car if it gets away from you and will take some of the strain off the hinges when it

is closed. Thanks Mike! Also, if you are the first to open the gate, please lock the lock to the chain. We have had them go missing in the past when they are just hooked on but not locked.

Over the next few months, you will be hearing about the MASA Trophy, a fun competition between SA flying clubs. We didn't participate last year, but I'd like to organise it this year. We would have a rotating team of three or four people who fly every other month and the club would host the competition once a year. It's open to pilots of all experience levels and is meant to be fun and social.

You will also be hearing about improvements to our Wings Program. We'll still do Bronze, Silver and Gold Wing but the requirements are being tidied up to make them more consistent which should lead to less confusion and better pilots.

We're halfway through Spring – I hope we get a bit less wind and rain in the coming months and that I see you all at the field flying.



## Changes to the Flight Training Syllabus at HMAc

HMAc is very proud of its unique Low Cost Integrated Flight Training program commonly referred to as LIFT. Learning to Fly at HMAc is a breeze. Thanks to ongoing support from Model Flight we have a large fleet of the excellent e-Flite Apprentice trainer and Spektrum radios. We can accommodate any combination of transmitter modes .

Our skilful MAAA rated Instructors and Club Instructors work hard with the students and are generally able to produce Club fliers qualified with MAAA Bronze Wings as a first stepping stone. This is always the aim but sometimes students have great difficulty in getting up to Bronze Wings standard. So the Committee has decided to occasionally use the HMAc Solo rating to allow students to practice on a nominated model without an Instructor. The Club is committed to safety in all of these matters. Nothing has changed there.

The Club uses the weight Limits of 2kg for Bronze and 2-7 KG for Silver. But now we have a system to authorise training on a heavier model prior to a flight test for the next level.

Naturally our Members want to progress onto bigger and better models, gaining further Wings Proficiencies of Silver and Gold. But there was no defined method of progressing to the higher levels. Members are reminded that Instructor assistance is available on request when considering a model for purchase and indeed for setting up those first few flights.

It has always been a curiosity that the Flight Test for Silver is exactly the same as the Flight Test for Bronze but on a heavier model. So the Committee has decided to introduce three simple aerobatic manoeuvres to be demonstrated during the MAAA Flight Test. A single loop, a single aileron roll and a short straight inverted flight will be required in addition to the sequence required by MAAA for Silver.

The Gold Wings Proficiency really is the Gold Standard and it should be the aim of all RC Pilots to achieve. The aerobatic manoeuvres for Gold are defined in the Flight Test Schedule and a much higher standard of accuracy is required at this level compared with Silver.

We have also defined a new compulsory written test that combines Club rules with aerodynamic theory. This test is required at the Solo or Bronze level.

You can read about the new way of addressing the proficiency levels here:

[holdfastmac.asn.au/wings-awards](http://holdfastmac.asn.au/wings-awards)

“Naturally our Members want to progress onto bigger and better models, gaining further Wings Proficiencies of Silver and Gold“



## Pylon Racing Results

### 1 August 2021...

#### **Open class pylon**

Pete Robertson (HMAC) 102  
Tom Jacobsen (Noarlunga) 101  
Greg Leigh (Noarlunga) 89  
Graham Paterson (HMAC) 36

#### **Standard class pylon**

Brian Christie (HMAC) 67  
John Jefferson (HMAC) 65

#### **Electric class pylon**

Trevor Pearce (Connie) 96  
Greg Leigh (Noarlunga) 91

### 5th September 2021

#### **Open class pylon**

Tom Jacobsen (Noarlunga) 109  
Pete Robertson (HMAC) 102  
Greg Leigh (Noarlunga) 97  
Graham Paterson (HMAC) 85  
Craig Spratt (Connie) 50

#### **Standard class pylon**

John Jefferson (HMAC) 62  
Bryan Christie (HMAC) 51

#### **Electric class pylon**

Trevor Pearce (Connie) 96  
Greg Leigh (Noarlunga) 91  
Craig Spratt (Connie) 77  
Drew Ames (HMAC) 20



There are three classes of Pylon Racer at HMAc

Racing takes place at the HMAc field on the first Sunday of every month (weather permitting)

## HMAc PYLON RACING CATEGORIES by John Jefferson

HMAc's monthly pylon racing competition remains popular with pilots not only from our club but Noarlunga and Constellation clubs also.

As you can see from the results, there are three classes of pylon racer: Open, Standard and Electric. The actual racing is the same for all three classes; i.e. fly as many laps as possible around the pylons (which are 100 metres apart) within three minutes (two and a half for electric); for four heats on the day. The exciting part is when up to four models are in the air at the same time. The pilot with the highest score in the respective class at the end of the year gets bragging rights as well as a trophy for the effort.

In order to standardise the models as much as possible so that the key factor is pilot skill, there are some basic rules regarding the construction of each class; these are as follows:

### Open

*Motor:* Open to all plain bearing 0.10 glow plug motors. Modifications are unrestricted. A method of stopping the motor must be incorporated and demonstrated on request. This may be via a carburettor, fuel shut off device, a measured fuel quantity, or inverting the model.

*Model:* Open

### Standard

*Motor:* Open to all plain bearing, carburettor 0.10 glow plug motors. The motor shall be unmodified in any way and as supplied in the box from the factory.

*Model:* The main construction material must be foam, balsa, or plywood. The minimum wing area shall be 12.9 dm<sup>2</sup> /200in<sup>2</sup>.

Both classes of model must pass the HMAc 96 dB noise test.

### Electric

HMAc uses the British Model Flying Association's E2K electric pylon racer rules.

The key elements are:

The wing shall have a minimum span of 35" (889mm) and shall be a constant chord.

The minimum wing area shall be 300 sq. inches (19.36dm<sup>2</sup>).

The only motors permitted will be Turnigy SK3-3536-1400kV Aerodrive XP Outrunner, Overlander Thumper 3536/05 all versions, NTM Prop drive series 35-36A 1400kV.

The only allowable propeller is the APC 8x8.

The minimum weight of the model shall be no less than 2.25lbs (1022 g) and a maximum weight of not more than 3.75lbs (1705 g) ready to fly.

Competitions are held on the first Sunday of the month, February to November, after flight training, weather permitting of course. Come along to the next competition and see what it's about. It may even give you an incentive to get involved yourself.



The Club flew at a number of places including Colley Reserve at Glenelg and Morphetville Racecourse

Dave Whitten's flying abilities were certified by a Lieutenant Colonel

## Nostalgia

Welcome to the Nostalgia page where all the copy comes from that old shoebox full of ancient prints and memorabilia.

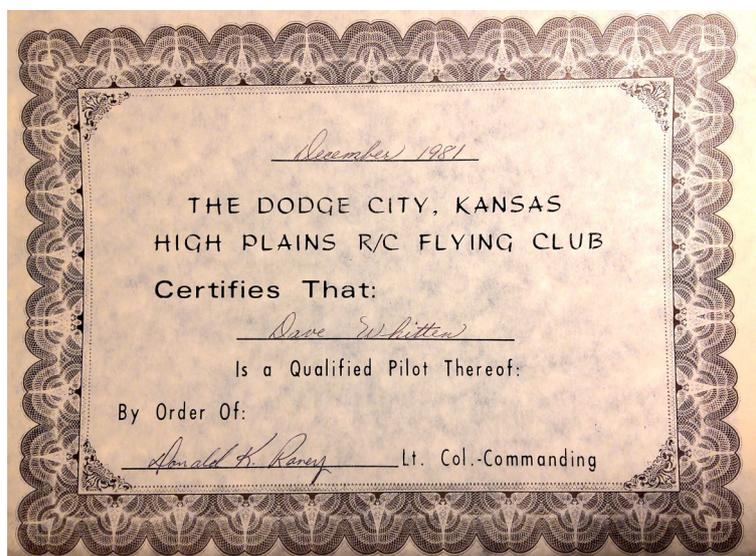
This month we have two items from Dave Whitten who has been a Member of HMAc for more years than most of us can remember. In the early days the Club flew at a number of locations including Colley Reserve and Morphetville Racecourse. Club Meetings were held at Glenelg Town Hall. This photograph from the 1970's has a happy bunch of aeromodellers showing their pride and joy machines of the time, ranging from Chuck Gliders, through control-liners to early radio control. We are not sure what the occasion was but you can tell by the smiles there was a lot of enthusiasm. Most names will mean nothing to today's Members but here is a list provided by Dave as best he can recall:

*Front row, left to right: Ian White, Dave Whitten, Rex Brown, Trevor Fisher  
Middle Row: Gordon Davison, Unknown, Max Starick, Cyril Muxlow*



*Back area: Geoff Burdon, Charlie Hale, Unknown, Alan Webb, John Modistach*

And here's an interesting souvenir from a trip that Dave did to the USA 40 years ago. He visited a model field and was invited to fly using the strange Mode 2. He did so well that the man in charge, with a suitably high rank, gave Dave this certificate!



## Seen On the Flight Line

Terry Gold with his lightweight, scratch built Electric Chaos.

Trevor Smith admiring John Muckalt's gas powered Turbo Beaver

Dave Wearing Smith and his mighty impressive Warthog, powered by twin electric ducted fans

Mike Hallsworth is rightly proud of his Draco Bush plane. Electric powered and with Safe Select and AS3X

Paul Heaft is getting back into form with a sporty gas powered Tango



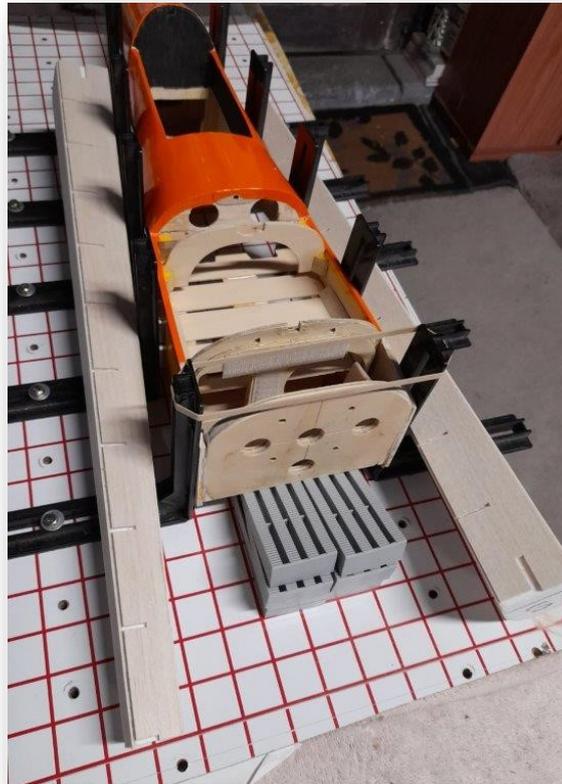


“Club member Bob McEwin cut me a new firewall and basic components for a new wing”

## Extra 300S Scratch Build - John Jefferson

### EXTRA 300s – Repairs

As outlined in my previous article, the Extra’s maiden flight did not go as expected – taking to the ground instead of taking to the air. However, the damage was limited to the front end (firewall and cowling) and wing. Club member Bob McEwin cut me a new firewall and basic components for a new wing, which would give me a head start in getting the model back to airworthiness again.



First task was to measure and drill holes in the firewall for the electric motor mount, plus a couple of holes for cooling air to channel through to the underside vent. This was then glued to the front end, which fortunately was easy as the firewall slotted into the original position with minimal adjustment. Triangular stock was also glued in place for reinforcement. That’s the firewall done.

Now the fiddly bit; some rhinoplasty was called for (aka nose job, or if you like, a new cowling). As before, lots of measuring, double and triple checking the dimensions, cutting a template and then gluing bits of balsa together with some internal reinforcing. The end result was not

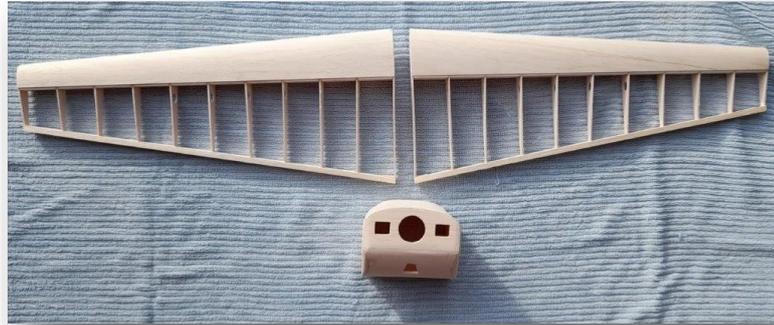
strictly to scale but a reasonable interpretation of the real thing. In any case, my intent was not to build the whole model to true scale but standoff scale (almost looks true when standing at a distance), which gives you leeway to make the build a bit easier by not replicating the exact dimensions and fine detail as required of true scale.

Wings were the next task. This was easier second time around as I’d previously worked out where to place the aileron servos and basically repeated the earlier build sequence; sheet the foam leading edges with 1 mm balsa, glue the main spar, glue the ribs and rear spar. Then the salvaged aileron servo mounts and servo wire tubes were fitted. One of the benefits of salvaging all the useable bits and pieces from crashed or deceased models is that you have readymade items and don’t need to fabricate new ones. My supply of balsa included trailing edge stock which I used to make new ailerons – too easy. Same with the wing tips. After gluing the two wing halves together, I used fibreglass cloth to reinforce the join. Once this was done, I had to measure where to retro fit the front wing mount tongue (flat ply plate instead of dowel) and rear bolt holes. These two tasks were critical to make sure the wing fitted exactly where it should and lined up with front slot and rear blind nuts. I was relieved when everything lined up as planned.



“Now to wait for good weather when I can take the Extra to the field for its second attempt at a maiden flight.”

## Extra 300S Scratch Build - John Jefferson



The rebuild complete, it was time to cover the nose, cowling and wings. I used the same design and colour scheme as before.

Usual process: measure, cut, iron on, trim, final hot iron seal. I quite enjoy this process as you get to see it all coming together and the model looking resplendent in its new livery.

Fit-out time. Electric motor, ESC, receiver, servos, push-rods and undercarriage all screwed or bolted into place. Before fitting the prop and spinner, I checked the direction of rotation to make sure it was going the correct way, which it was. No need to fiddle with changing wire connections, so the prop and spinner went on.

Using my incidence meter I checked to make sure the wing had a positive angle of incidence; it did. I also checked the centre of gravity with battery attached. It was just a little too nose heavy which was easily rectified by moving the battery rearwards by about 15 mm. Moving the battery was preferable to adding weight, so I was pleased with that.

My transmitter still had the original settings for the Extra, so I cleared them and started afresh, making sure the controls did what they were supposed to do. A quick ground run on the front lawn proved it can taxi.

Now to wait for good weather when I can take the Extra to the field for its second attempt at a maiden flight.



# BUY & SELL DAY

Sat Nov 6th 2021, 09:00am



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 8:30 am to set up. MAAA members with Bronze Wings or higher are welcome to fly at the field (no turbines). A sausage sizzle will be available. Covid19 restrictions apply. Please register by QR code or paper form on entry and always observe social distancing.



**Free Admission**

**Sausage Sizzle & Refreshments available**

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

Proudly supported by

**modelflight RC**

**HOLDFAST MODEL AERO CLUB**  
Cnr Lonsdale Rd & Majors Rd  
O'Halloran Hill SA 5158  
08 8377 2708

[www.holdfastmac.asn.au](http://www.holdfastmac.asn.au)



#### UPCOMING EVENTS

##### Pylon Racing

Sunday October 3rd

(Daylight Saving starts  
Check your clocks!)

Sunday November 7th

##### General Meetings

Clubroom Meetings are  
suspended until Covid  
Restrictions ease

##### Working Bee

Saturday October 23rd

Commencing 0830

General clean up at the  
field

##### HMAC Buy and Sell Day

##### At the Field

Saturday 6th November

From 0900 until sold  
out. Bargains galore.

Watch for further adver-  
tising.

##### HMAC Trophy Day

##### Presentation of Awards and a Picnic Lunch at the Field

Sunday 5th December

End of year event in the  
open (subject to weath-  
er)

#### 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.

### New Members

The Club extends a warm welcome to the following new or returning  
Members

**Grant Hiller, David Baldwin, Con Vologiannis, Alex Wrede,  
and  
David Giralidi**

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. Chief Flying Instructor Andy Hollitt is doing his best to keep the LIFT system going and we thank him and the current hard working group of volunteers. Midweek instruction by arrangement continues. If you have Gold Wings you might like to try out as a Club Instructor. Please let Andy know

### Flying Achievements

Name	Award	Instructors
Alex Wrede	Bronze	Concorde Model Club

### COVID 19

Please remember that we are still operating under a COVID Management plan. All Members and guests who enter our Clubrooms or Flight Line must register using QR code or paper attendance forms. Maintain social distancing at all times and wear a mask if operating close to other persons. This includes assisting a fellow Member with equipment or instructing in a training session.

# 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

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

NEW



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 batter (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)
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- Dual diversity antenna

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