



HOLDFAST BUZZ

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modelflight RC

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All Members please note that that the Social Meeting planned for Friday 4th Feb has been cancelled due to Covid restrictions



Print Your Own Glider

Here is a very attractive looking powered glider produced by Peter Langman It is an excellent example of 3D printing and most impressive for a first attempt. A number of people in the Club have dived into this new form of model building. It seems to be the new way ahead for builders.

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

“Nearly every crash or accident starts with a small mistake“

From the President

This morning I was up at the crack of dawn to get in some flying before the wind picked up. With no clouds, it was warming up fast and the sun was brutal as it rose slowly over the hills. At first, I was the only one flying and I could keep off to one corner of the field and avoid being blinded but when a second person joined me and we started flying a regular circuit it became unworkable. We decided to walk across to the field to what we've been calling the Sunrise Strip. It's a rough patch only suitable for bush planes and hand-launched aeroplanes but it was a great relief to fly with the sun at our backs until the sun rose further up off the horizon. Good times.

There are several mentions of safety in this issue of Buzz and I'll add mine. I found this morning that changing batteries on the ground instead of on a table was enough of a change in my procedure that I had to be extra careful and be a bit more focused. Nearly every crash or accident starts with a small mistake. I also discovered this morning that two of the planes I intended to fly this morning were dusty, so I took a damp rag and wiped them down. As I was doing it I realised it was causing me to take a careful look at all aspects of the plane in a way that I probably don't do well enough at the start of a flying day. Perhaps I'll wipe all my planes down at the beginning of the day. Kind of the opposite of what the fuel guys must do when they are done flying for the day!

We had a visitor to the field this

morning who happens to be a new resident of Hallett Cove. He's a Gold Wings pilot who has moved over from Brisbane and is looking to join our club. We get quite a few new members who drive by the field, sometimes for years, before they stop in to have a look. Taking a few minutes to welcome them to the field is all it takes sometimes to get a new member.

The committee met on Saturday morning to work on planning for the future. We had a look at the previous five-year plan and it was very interesting to see that most of the projects and objectives had been met. Many of you helped with those improvement projects and spend your personal time maintaining the field and the facilities. Your work is appreciated.

It seems one of my jobs ended up being the maintenance of the dunny. To the point that I have been called "Kenny" which I took as a compliment after watching the movie. Unfortunately, I have not been able to get to the field as often lately and I discovered two good-sized Red Back Spiders and their eggs. I dispatched them and gave it a good sweep, but do be careful when using the facilities!

Read on for news about the MASA Inter-Club Challenge and the HMAAC Fun Fly Weekend at Hindmarsh Island. See you at the field!



2021 Pylon Results

OPEN CLASS

Name		Club	Total
Pete	Robertson	HMAC	858
Tom	Jacobsen	Noarlunga	769
Graham	Paterson	HMAC	611
Greg	Leigh	Noarlunga	583
Craig	Spratt	Connie	136
John	Yianni	Connie	127

Congratulations to
the Class winners!
And well done to all
competitors.

STANDARD CLASS

Name		Club	Total
Bryan	Christie	HMAC	516
John	Jefferson	HMAC	388

ELECTRIC CLASS

Name		Club	Total
Trevor	Pearce	Connie	887
Greg	Leigh	Noarlunga	618
Craig	Spratt	Connie	513
Ian	Cole	HMAC	60
Drew	Ames	HMAC	20



Flying Achievements

Name	Award	Instructors
Con Vologiannis	Silver (P)	Andy Hollitt, John Jefferson
Neil Towns	Bronze (P)	Johann van Wijk, John Jefferson



John Jefferson

“Most of the By-laws relate to safe operating procedures to ensure compliance with CASR and MAAA requirements as well as addressing our duty of care.”

FLY SAFE – FLY SMART - John Jefferson

When was the last time you read the Club's By-laws? Our By-laws document is available on our website <https://holdfastmac.asn.au/by-laws> and it specifies the rules, regulations and protocols approved by members to ensure the safe operation of models at the Holdfast site.

The first paragraph of the By-laws summarises the Club's duty of care, namely to ensure that the flying of model aircraft is undertaken in a safe manner. Safe flying is also a requirement under the Civil Aviation Safety Regulations (CASR), Subpart 101.G Model Aircraft https://www.legislation.gov.au/Details/F2021C00896/Html/Volume_3#_Toc81486809 and Model Aeronautical Association of Australia (MAAA) Manual of Procedures <https://www.maaa.asn.au/mops>.

Most of the By-laws relate to safe operating procedures to ensure compliance with CASR and MAAA requirements as well as addressing our duty of care.

Although the regulation of model flying may seem heavy handed to some members, there are very good reasons to do so. Consider this – an average sport model weighs between 1.5 to 2.5 kilos, the prop turns over at around 8-10,000 rpm, the airspeed can be between 50 to 80 kph. That model can become a dangerous (unguided) missile if not handled safely. The last thing I want when flying at the Club is to dodge an errant aircraft, or worse still, to be hit by one. Furthermore, I would not be happy if someone's uncontrolled model damaged my car. Free flight models are a discipline in their own right, but Holdfast is not a suitable venue for such activity.

Every once in a while I see someone being a bit lax with their ground handling and flying standard and that worries me when a safety issue arises. There have been times where I've had a quiet word with the person to remind them of the need to ensure not only their own safety but the safety of others on the field. It could be that the person has flown models for many years and rarely had an incident, which resulted in complacency in the pits and flight line. Complacency, inattention and carelessness are factors which can lead to undesirable consequences. Don't think that it will never happen to you. Simple mistakes can lead to major headaches.

Broken models are repairable or replaceable, but broken people cannot be fixed with cyano/epoxy glue nor can they be replaced. So, make it safety first, not safety last.

Take the time to refresh your knowledge of the Club's By-laws. You may be surprised to find something that you were not aware of.

Be alert and fly safely.

EXTRA 300s Update

For those of you that have been following my trials and tribulations in trying to get the Extra into the air, I'm building wing number three which I hope will be the final one. I'll let you know the outcome in my next article.

In between building the new wing, I've also built another standard class pylon racer for 2022. My old one has been around for a few years and showing its age - definitely time for an upgrade. The accompanying photos show top and bottom colour schemes. Its test flight went without drama, unlike the Extra's two test flights! -->

FLY SAFE – FLY SMART - cont.

The new Pylon Racer



Top view - solid bright yellow



Bottom view - chequerboard for orientation

2021 Annual Trophy Day Sunday December 5th.

President Terry Gold recently presented trophies to competition winners and Club Members who deserve special recognition for their services to the Club. A plaque was unveiled as a fitting memorial in honour of the late Ian Faulkner. The plaque was graciously acknowledged by Jan Faulkner and family members. It is now mounted on the Club Shed, one of the many facilities that Ian and others worked hard to procure for the Club. See more photos on Page 7.

Award	Recipient	Comments
Open Class Pylon	Peter Robertson	858 points
Standard Class Pylon	Bryan Christie	516 points
Electric Pylon	Trevor Pearce (CMFC)	887 points
President's Encouragement Award	John Ellison	For Dedication to Learning to fly RC
President's Appreciation Award	Johann van Wijk	For Dedication to Instructing
President's Appreciation Award	John Muckalt	For Dedication to Instructing
President's Appreciation Award	John Jefferson	For Dedication to Instructing and Competition Events
President's Appreciation Award	Greg Peake	For Services to the Club
President's Appreciation Award	Karl Heberle	For Services to the Club
President's Appreciation Award	Bryan Christie	For Services to the Club
Ross Lloyd Memorial Award	Andy Hollitt	For Outstanding Service to the Club



Trophy Day (cont.)



The assembled group



Phil Norwood (L)



Trevor Pearce (R)



John Muckalt (R)



Bryan Christie (L)



Andy Hollitt



Jan Faulkner (L)

HMAC Fun Fly Weekend at Hindmarsh Island 21st-22nd May 2022



Steve Johnson, a Life Member of Holdfast Club has kindly invited Members and their families to attend a Fun Fly event on Land and Water at his farm property on Hindmarsh Island. Steve is an avid aviator with several full size aircraft on his beautifully sited property on the edge of the freshwater Goolwa Lake. In fact a number of current HMAC Members also operate full size aircraft in the area and are likely to fly in!

The plan is to have wheeled models operating from his airstrip and floatplane models to be launched from the adjacent boat jetty. A rescue dinghy is available. If you have never tried flying from the water, now is the time to get those floats fitted and have a go. It is a real BUZZ. Campers and caravanners are welcome to set up right next to the strip. There will be limited facilities (a single Portaloo) available. Others might like to book accommodation in the local area. Families are welcome. We will probably have a campfire and BBQ in the evening.

The flying area is registered with MASA. Normal Club safety rules will apply. More details will be released as the time approaches. Most importantly we need to know how many people plan to attend. Please drop a line to secretary@holdfastmac.asn.au or ring Kingsley on 0427973902 at least a couple of weeks before the event. If the weather is dubious we have the option of deferring for one week.

The weather should be mild in May and Daylight Saving will have ceased. And with any luck, the dreaded virus will have lessened its threat by then. The date has been chosen to fit in around other model flying events, but it is not being advertised as a state wide activity.

MASA Inter Club Challenge

<https://www.masa.org.au/masa>

Holdfast Club has decided to enter into the Fun Competition known as the Inter Club Challenge. You can read all of the detail via the above link. The information is also available on our Website. We are assured that you do not have to be an ace to compete. Bronze or Silver Wings is all that is required.

“Bronze or Silver Wings is all that is required.”

We are in the Southern Division and the first round for 2022 will be held on Sunday March 20th at South Coast Model Club, Clayton Bay. A single team of up to four persons can enter and will be required to travel to Clayton Bay for this event. The comps are held once every two months at a different venue and HMAAC will host one event later in the year.

The task will be revealed one month before each event so practice is encouraged.

Please contact Kingsley (secretary@holdfastmac.asn.au) to indicate your intention to compete.



Preflight Checks

Members are reminded of the importance of performing a Range Test and a Fail Safe check before the first flight of the day. These simple checks could avert a serious accident.

Everyone should know how to range test their radio. The Fail Safe is a simple check and may have several options for your particular radio . It is unlikely that the Fail Safe will manage to return your aircraft neatly to the ground, but when set up correctly it will reduce the possibility of an embarrassing “Fly Away” if radio control is lost. Even a small electric model can fly 2-3 kilometres before it crashes.

“These simple checks could avert a serious accident.”

The Committee is concerned about crashes occurring beyond our field, especially with the busy roads nearby and the new Sports Complex to the East. Please try and stay close to our fences. We are only permitted to fly within a designated fly-over area beyond the fence boundaries. Check the map in the Flight Line shelter which shows the safe areas. You can also [view the diagram on our website](#). If you find that your model is not responding to your input, it could be time to switch off the transmitter and hope that the failsafe causes the plane to come down before it flies away. If you are uncertain what this Fail Safe is all about, talk to an Instructor and become familiar with it. Always endeavour to stay within the approved areas.

If you are unfortunate enough to have a crash outside the fence lines please report the incident on the [HMAAC Incident Report form](#). The committee will not try and blame you for the incident but will analyse the circumstances with the aim being to help other Members to avoid a similar problem.

Nostalgia

Dethermalizers

By Kingsley Neumann

Have you ever wondered how models were retrieved in the early days. Well, surprise, surprise, without the benefit of a Radio Control system to guide the model, the owner had to chase after it across the paddocks. If the model was caught in a thermal it could finish up miles away before it returned to earth!

There was a simple device that could limit the time a model was in the air. It was known as a Dethermalizer. In fact there were many designs of "DT's" but they all aimed to flip the whole tailplane up at an angle of about 45 degrees which had the effect of forcing the machine into a deep stall and it would descend in a semi safe manner, in a relatively flat attitude if it was trimmed correctly.

I had the pleasure of using a slow burning fuse which activated the Dethermalizer (DT) on a glider when I was a kid. We made our own fuses by soaking ordinary string in a strong solution of salt-petre then allowing it to dry out in the sun. The rich kids had pre manufactured fuses made from nice white string with red marks indicating time increments. The tailplane was tied down with a rubber band at the trailing edge for normal flight. The fuse passed between the hold down bands and was lit by a match at launch. After a long flight of 1-2 minutes, the band was burned through, the tail popped up and the model went into that deep stall. It could descend in a series of stalls if it was poorly set up or it could descend in a nice flat attitude resulting in a neat parachute-like descent if all went to plan. The fuse was still burning of course and potentially could cause a bushfire in the long grass. An invention called the "Snuff Tube" appeared which was supposed to snuff out the burning fuse after it had done its job. All of that was superseded by clockwork timers but who could afford them?

Burning fuses were eventually banned here in Australia because of the fire risk. Although by then I had graduated onto Jetex solid fuel rocket powered gliders and jets (still Free Flight, of course). Another fire risk but great fun!

I don't think that RC models with their small sized control surfaces could be put into a deep stall.

We have RC Fail Safe these days of course. Unfortunately this misnamed feature only ensures that the model will crash nearby instead of far away. Maybe we need an Emergency Parachute as fitted to the full size Cirrus SR22. It has saved lives in the real world.

Of course the Free Flight fraternity still exists today and they have invented many more different ways to dethermalize. One that fascinated me uses a "Viscous Rotary Dampener" commonly found on your laptop computer lid.

<https://www.youtube.com/watch?v=GJglmxpl5nY>

And here is a clip of a DT in operation.

<https://www.youtube.com/watch?v=etKgaOYhSko>

“Burning fuses were eventually banned here in Australia because of the fire risk”



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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:

Returning Member, Neil Towns

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

Checked out the
Buy & Sell Page
lately?

[Go to our website](#)
and see what's
available

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 sometimes need to call on a few 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.

UPCOMING EVENTS

Pylon Racing

Sunday Feb 6th

Sunday March 6th

Sunday April 3rd

Committee Meetings

Tuesday Feb 15

Tuesday March 15

General Meetings

All General Meetings which are normally held in the Clubrooms are suspended until further notice due to Covid Restrictions

HMAC Fun Fly Weekend

May 21-22

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**
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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.

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- Integrated serial port for supporting 3rd party modules
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