



HOLDFAST BUZZ

HMAC proudly sponsored by
modelflight RC

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Social Meeting

April 1st

CANCELLED

Bronze Wings Achievement



Instructor Phil Norwood congratulates Fred Collas on achieving his Bronze Wings on March 27th. Fred is a Commercial Pilot who likes to fly RC aircraft as a means of relaxation between his flights in the real thing. Glad to have you aboard, Fred!

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

From the President

The next time you see me at the field, would you mention to me that you have read this issue of Buzz? At the last committee meeting, which was entirely focused on strategy for the next five years, I wondered out loud if we are doing a good job of communicating with you the members of Holdfast Model Aero Club. I am sure we could be doing a better job.

We used to mail papers copies of Buzz out to the membership, but that was dropped in favour of email and posting it on the website to save the cost of postage. For a while, I was printing out copies of Buzz and putting them in a box in the shelter, but that also costs a bit and I wasn't sure it was worth the time and effort but maybe that should come back. What can we do to improve communications?

Some Members may not be aware of the exact position of the No Fly Zones even though there is a map showing the zones posted in the flight line shelter and the map has been in the By-Laws for years. I believe that one of our responsibilities as pilots is to be familiar with the regulations that we operate under, so it is on us to occasionally review the rules. Here is a link to the By-laws if you want to have a quick refresher. <http://holdfastmac.asn.au/documents/2014/01/by-laws.pdf> Maybe we need a bulletin board of some sort near the flight light for important announcements and information?

This past weekend Geoff Haynes and I travelled down to South Coast Model Aerosport Club to compete in the first MASA Trophy competition of the new year. Also, Mike Hallsworth came down to join in the fun. We had a good time,

but it would have been even more fun if more HMAAC members could have joined us. Now that we have broken the ice hopefully others will want to fly at the next event, which will happen in about two months' time.

The committee is working quickly to put in a grant application to MAAA for the 2022 club Assistance Scheme. Our intent was to discuss this with members who attended the last monthly meeting, but due to COVID only three people wanted to make it out that night. We've decided to go ahead with an application to see if we can get some funding to purchase new shelving, storage and a workbench for the tractor shed. We are proposing MAAA grant us \$5,000 for the purchase. We see this as a return of a portion of the fees we pay each year and hope that all will be happy with this decision. I believe this will directly benefit the club volunteers who maintain our field and it will give them more ways to organise the space.

Soon you will receive an email inviting you to attend a Zoom meeting to discuss and vote on our annual budget. Please look for that and attend if you are interested.

As the weather turns from Summer to Autumn, I hope you remember this Norwegian quote "Det finnes ikke dårlig vær, bare dårlig klær!" or "there is no bad weather, only bad clothing." We are lucky enough here in South Australia to be able to fly year-round, so dig out the jumpers, wear two if you need to, and keep flying as the temperature drops. I'll be trying out some fingerless gloves this year for my early morning sorties. See you at the field!

Terry Gold





From the CFI

If today a model aircraft flying club applied to set up a flying field right next door to 2 main roads, 2 communication towers and 3 soccer fields at Trott Park, the application would almost certainly be knocked back on the grounds of safety. We now live in an era where the safety of almost every human activity must be considered with Risk Assessments and mitigation strategies undertaken. What if a plane crashed in the middle of the intersection? (It has happened, the cars just drove over it!). What if a plane hits a car and causes a car accident? What if a plane hits a Mercedes and damages it? What if a plane crashes in the middle of a soccer game and injures a child?

HMAC is on land leased from the Department of Environment and Water, and with millions of dollars invested in nearby recreational facilities, it's imperative that the flying of model aircraft is not seen as a threat to safety, resulting in our lease being terminated.

So, we need all members to fly within the prescribed flying area that you see in the diagram on page 4 and if you're going to crash.... do it there!

Note that our approved flying area does extend out to 150m beyond the Southern fence line due to a noise sensitive area and out to 70m beyond the Eastern fence line due to the new Soccer Fields, but there's only 100m from the Northern fence to Majors Rd and with a large model it's very easy to fly over Majors Road without realising it. Also note the row of white markers 10m in front of the flight line (which is 20m from the pits area). Imagine that row of white markers is the base of a wall, 400' high. Don't fly on the wrong side of that wall... over the heads of pilots on the flight line. Also, if someone is walking their dog around the outside of our field, you must keep your model at least 30m from them.

Pre-flight your model before taking to the air and do your control checks. I like to lightly load the control surfaces to ensure they're working correctly. Sun glare can cause you to lose sight of your model for a short time and lose visual on the model, resulting in a crash. The same thing can happen in foggy conditions. Better not to fly than to trash your plane. If you do have a fly away and you can still see it, apply right aileron. If the right-wing drops, it's going away from you. If you've really lost it, close the throttle, give full back stick and it will surely come down. Leave the ailerons and rudder neutral.

The LIFT training program endeavours to take all new members beyond Solo status to Bronze Wings skill level. Pilots joining HMAC from other clubs must perform a check flight with an instructor. The LIFT program is available to all members to improve their flying skill. Most of our members fly within their capability, as they don't want to trash their model, but where an existing member is deemed to present a safety risk, the club may impose restrictions to mitigate the risk, by limiting the flying weight of the model and/or by using stability technology. We don't want to lose our field.

If you do crash in a no-fly zone (outside our prescribed flying area), then you must submit an incident report, located under 'Guidelines' on the HMAC web page. The club management needs to know the cause of the incident to try and prevent a recurrence and to deal with any legal repercussions.

Let's all have fun flying safely at HMAC for many years to come.

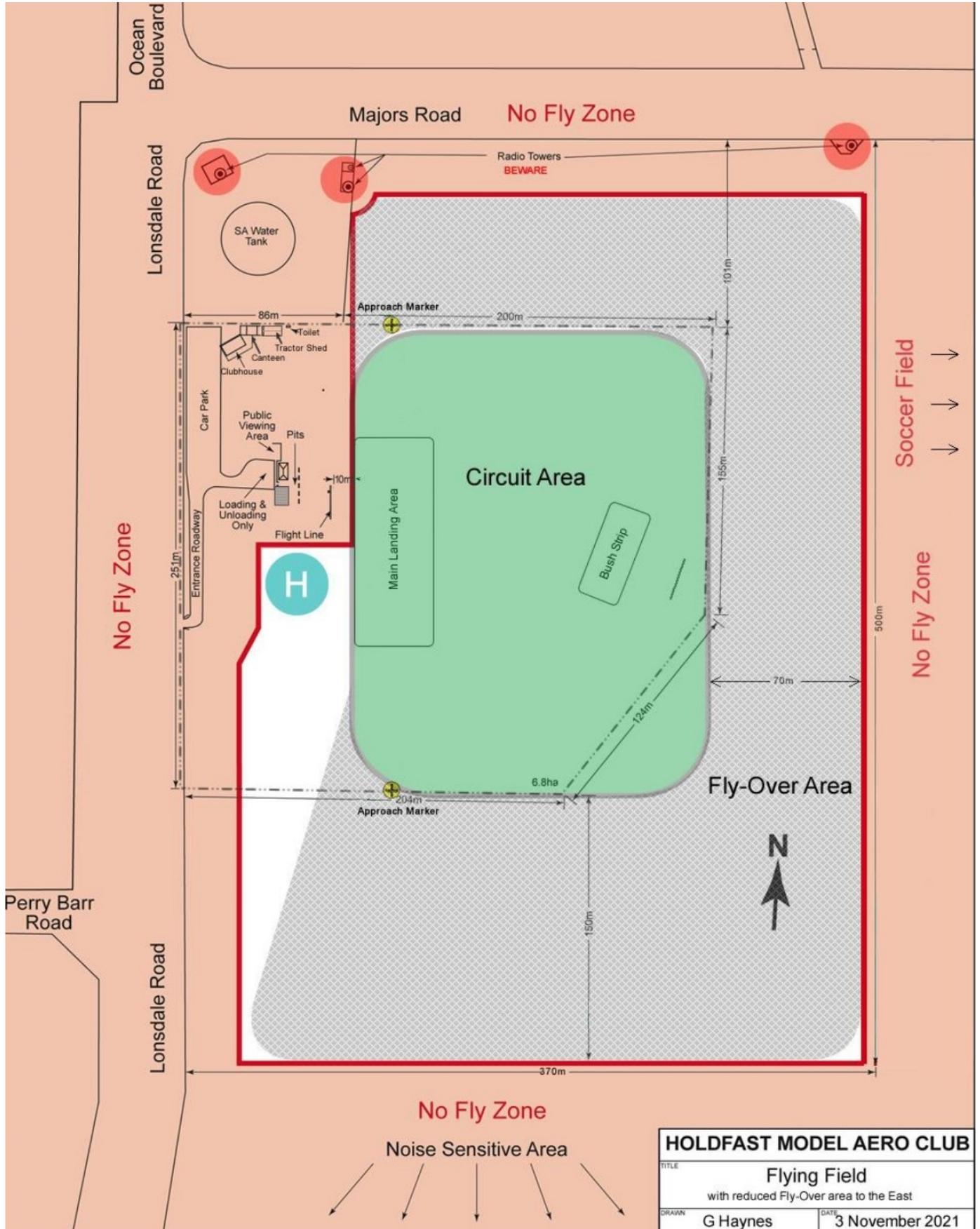
Andy Hollitt

CFI.



WHERE CAN I FLY AT HMAC?

Please study this diagram closely. It is on display in the flight line shed and on the website. The No Fly Zones are clearly indicated. We must be very alert and not fly too far to the east now that the soccer fields have been built. There should be no need to fly outside the Circuit Area except for landing approaches. Please Do Not Fly Outside The Red Lines and stay below 400ft above ground level.



Pylon Racing Results

6th February 2022

Open class pylon

Standard class pylon

Electric class pylon

No Flying due to strong winds

Sunday morning Flight Training was also cancelled

6th March 2022

Open class

Standard class

Electric class

No Flying due to strong winds

Sunday morning Flight Training was also cancelled



Make the Most of our Website

Holdfast Model Aero Club
Promoting RC Modelling in SA

Home | Become a Member | Learn to Fly | About our Club | Weather | HMAC Blog | Instructor Roster | Newsletters | Contact Us

Welcome to HMAC

LEARN TO FLY! Free Flying Lessons using Club-supplied equipment. [Click for full details](#)

Address (Cape Town)	MON	TUE	WED	THU	FRI	SAT	SUN
Weather	16-27°	14-23°	13-23°	12-22°	11-24°	13-23°	12-25°

Latest view from our webcam

The HMAC website contains a wealth of information for both new and existing Members.

Everyone should visit the site on a regular basis to check on the current and forecast weather, including a live webcam photo of the Flight Line. You can learn about our history, acquaint yourself with the Club Rules and even read the Constitution if you feel inclined.

But wait, there's more!

There is Club merchandise for purchase and there are other general items for sale on the Buy & Sell page. There was a real bargain Taranis radio at time of publication and you will also find a delightful UMX Aero Commander for sale by Dave Whitten at a very reasonable price .

[Visit the Holdfast website](#)



“... Everyone should visit the site on a regular basis ...”



John "Jeffo" Jefferson

"Surely the jinx won't carry over into a new model?"

EXTRA 300s – Maiden flight No 3

The saga continues. After the last unsuccessful attempt to get the Extra into the air I decided to build a new wing (in fact wing number three) with a different profile as I wasn't happy with the original profile. At the same time I increased the wingspan in order to increase the wing area thereby reducing the wing loading. The theory was sound but the only way to prove the theory was to get the model to fly successfully.

As usual the wing build took a while because I don't like to rush the process. That way I can plan and undertake the correct build sequence and avoid having to rework something already glued; a frustrating and time wasting exercise. The actual build was straightforward; the finicky part was working out where the wing mount tongue needed to be slotted into the leading edge (I used a tongue instead of a dowel) and where the holes needed to be drilled at the trailing edge. It's easier to position these while building the fuselage instead of when the fuselage is already built. My solution was to cut a cardboard template of the fuselage's plywood former which has the slot for the tongue, measure (three times) the slot's position and cut the appropriate position in the template. Once that coincided with the actual slot I transferred the template to the wing leading edge, drew the slot's outline, made the cut and glued the tongue into position. Surprise...it fitted exactly. The trailing edge was much easier. I found a spare nylon mounting bolt in my parts bin, cut the head off, inserted it into one of the blind nuts in the fuselage leaving a small amount protruding, painted the tip of the bolt with a black felt marker and fitted the wing making sure to press it firmly against the bolt. This left a black mark at the exact spot where to drill a hole. The exercise was repeated for the other hole (on this model I used two bolts for securing the wing's trailing edge).

So far so good. Once the build was finished I applied the covering, using the same colour scheme as before; yellow and orange on top with black and white checkerboard on the bottom, with matching ailerons. Wing servos were fitted with my usual settings – 30% exponential, triple rates (high, middle and low) and differential to counteract adverse yaw (more upward movement, less downward movement).

I checked the wing's angle of incidence using my incidence meter. It read positive 1.5° , which was acceptable. Then the centre of gravity was checked. It balanced at one third of wing's chord at the root, which was also acceptable. Finally I calculated the wing loading. With the new wing the model was 40 grams heavier than before but importantly the wing loading came out at 23 oz/ft², a significant improvement from the previous 33 oz/ft². (I still use imperial measurements for this calculation).

At the field I set up the Extra, did my range test as well as a failsafe test. Prudently I asked our CFI Andy to stand with me to help with trims if need be. OK, time to take to the air. The take-off seemed normal, I got some height, asked Andy to adjust the elevator and aileron trims for me and the model was able to fly hands off. A stall test at height showed a sudden wing drop, recovery was straightforward. A centre of gravity test showed it to be slightly nose heavy but acceptable. Landing was good although a bit longish. Whew, glad that was over.

A bit later I took the model for my second flight and all went well. Later again I went for my third flight. All went well until I started to slow down on the far side of the field in readiness for a landing then the model started sinking and rolling to the left. I countered with right aileron then it was a case of left-right oscillation. I tried to raise the nose but the mushy rolling continued. Because of the nose down attitude and low height I was reluctant to apply power as that would have speeded up my demise. And

demise it was. To quote Homer Simpson...D'oh!!! Is this déjà vu or what?

Once again, pick up the broken plane and take it home for the post mortem. Remarkably the new wing was unscathed. However the fuselage suffered a broken back as well as some fractures. Usual task – strip all the electrics, fittings, nuts and bolts for re-use.

Later on when I reflected on what to do I decided that as the wing was intact, maybe I should build another fuselage. Surely the jinx won't carry over into a new model?



“... Even the miniature pilot seems to be frustrated! ...”

Hindmarsh Island Fun Fly

May 21st and 22nd

Yes it is all going to happen at Steve Johnson's beautiful farm strip over two days, exclusively by invitation only to HMAAC Members and their families. We already have expressions of interest from more than a dozen people but there is certainly room for more.

Steve lives in the heart of an aviation playground. It is a real eye opener down on the Island. There are a number of private airstrips in the vicinity. We have a number of HMAAC Members who fly full size aircraft and they will all try and make it on at least one of the days.

The grass strips are suitable for normal wheeled aircraft and if you have a float plane you are welcome to use the waterways.

Safety will be a top priority of course and a radio will be active to take calls from the full size aircraft in the vicinity. You can be sure that you will see some lovely vintage and not so vintage machines up close!

People are invited to camp in the area in tents or caravans. There is good overnight accommodation available in adjacent towns. You will have to be self sufficient in food and drinks and there will be a toilet provided.

So why not come on down and join us? This will be a unique experience.

Please notify Kingsley Neumann (secretary@holdfastmac.asn.au) if you wish to attend. A bulletin will be sent out advising directions to the property. Meanwhile take a look on Google Earth at the northern shore line towards the eastern end of the island and you will see Steve's cross strips on his property.



Steve enjoys flying his 80 year old DH84 Tiger Moth around the Hindmarsh Island and beyond these days. Steve is a Life Member of HMAAC, as was his late father, Cyril, before him.



HMAC takes up the MASA Inter-Club Challenge

As you may be aware, MASA started a Fun-fly competition last year in which all Clubs are invited to participate.

This year, HMAC has entered the challenge and took part in the first round on Sunday March 20th at the South Coast Model Aerosport Club, Clayton Bay.

Terry Gold and Geoff Haynes represented our Club and managed a respectable 3rd place without having done much practice in advance. A good time was had by all and the “boys” are looking forward to Round 2 in late May. We would love to see more Holdfast members getting involved in this competition. The tasks are not difficult and it’s great to visit other Clubs, meet new faces and have some fun.

Please contact any of the Committee members if you are interested in joining the team. The more the merrier!



HMAC's President Terry Gold and Treasurer Geoff Haynes enjoyed the friendly flying competition at Clayton Bay. Also in the photo is ex HMAC member Dail Opulskis who now lives down south. Dail is secretary of SCMAC

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**FINNISS / CLAYTON ROAD
CLAYTON BAY**



SOUTH COAST MODEL AEROSPORT CLUB

SATURDAY & SUNDAY 9TH AND 10TH APRIL 2022

“A CELEBRATION OF AEROMODELING”

R.C. Aircraft Flying with Control Line and Drone Racing Demonstrations

HOT FOOD, HOT AND COLD DRINKS WILL BE AVAILABLE ON BOTH DAYS

Camping Available from Friday to Monday (or longer) for a small fee

All attendees will need to abide by current Covid 19 rules and SCMAC RULES

All Pilots must present their current MAAA Membership.

ON SITE TOILETS



For more information about the Club, please visit the web site.



Further inquiries and for camp site bookings please contact:

Web Site

<https://scmac.weebly.com/>

Facebook

<https://facebook.com/southcoastmodelaerosportclub/>

**Secretary: Dail Opulskis
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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.

Upcoming Events

- Fri Apr 1 - Social Meeting
CANCELLED
- Sun Apr 3 - Pylon Racing
- Wed Apr 6 - MASA Meeting
- Tue Apr 19 - Committee Meeting
- Sun May 1 - Pylon Racing
- Sun May 1 - MASA Trophy (Concorde)
- Wed May 4 - MASA Meeting
- Fri May 6 - Social Meeting (TBC)
- Tue May 17 - Committee Meeting
- Sat-Sun May 21-22 - Hindmarsh Island FunFly
- Sun May 29 - MASA Trophy (Noarlunga)

New Members

The Club extends a warm welcome to the following:

Gabriel Green, Alex Weddle

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. CFI Andy is doing his best to keep the LIFT system going with a limited number of Instructors. Gold Wings is a prerequisite for Club Instructors. If you can help please contact Andy. Instructors and Students will be contacted by SMS on the day of training to advise if the weather is unsuitable.

Flying Achievements

Name	Award	Instructors
Fred Collas	Bronze (P)	Ian Lomas and Phil Norwood



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

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

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