



# HOLDFAST BUZZ

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*"Gentlemen, Start Your Engines"*



A busy flight line as flyers from HMAC, SCMAC, SMAC and NMAS get ready for fun and games in the MASA Trophy Round hosted by HMAC

**Buy and Sell Day**

**Saturday**

**November 5th**

See the details on  
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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.



**Geoff Haynes**

“One of the Committee’s goals over the coming year is to spend less time in meetings and more time encouraging members to enjoy activities at the field.”

## From the President

As my first newsletter report since the AGM, I’d firstly like to thank you for your trust in electing me as President for the 2022-23 year. Our outgoing President, Terry Gold, leaves me with some big shoes to fill but I’ll do my best to keep them from falling off. I would also like to welcome new Committee members John Jefferson, Kim Whitburn and Kirk Winters, who make up a strong team along with continuing members Kingsley Neumann, Andy Hollitt, Mike Mildren and Garry Crispin. Kingsley retains the role of Secretary while Garry has taken on the Treasurer position.

Our member numbers are down a little compared to this time last year, but the weather hasn’t been kind to us. Hopefully as we see more fine days ahead, more people will drop in to try their hand at RC flying, get hooked on the sport and join the Club.

Holdfast was host to the final round of the MASA Interclub Trophy Competition for the Southern Region on September 11. Four Clubs competed – Noarlunga, Strathalbyn, South Coast and HMAC. We had 6 pilots in our team – Terry Gold, Kim Whitburn, Kirk Winters, John Jefferson, Johan van Wijk and myself. We managed to take out first place on the day! Unfortunately we were unable to field a team in every round, so had little chance of being a contender for the Grand Final later this year, but it was all good fun.

Around 35 people attended the event and enjoyed a BBQ lunch after the contest.

One of the Committee’s goals over the coming year is to spend less time in meetings and more time encouraging members to enjoy activities at the field. We have already received a suggestion supporting this plan in the form of themed fun fly events such as scale days, glider days, sub 250 gram model days (e.g. UMX), etc., so watch this space for updates. Speaking of suggestions, we now have a Suggestion Box in the canteen, so keep those ideas rolling in!

We are also forming a Maintenance Team to keep our facilities tidy and in a good state of repair all year round. Being on the Committee is not for everyone, so if you want to contribute to the running of the Club in another way, this may appeal to you. Please contact either Kingsley or me if you are interested.

Finally, don’t forget our Annual Buy & Sell Day which we hold on the first Saturday of November. It’s a great opportunity to either make more room in your hangar or fill it with yet more stuff.

Enjoy your flying and stay safe.

**Geoff Haynes**  
*President*





John Jefferson

A continuation of Jeffo's  
Extra 300s trials and  
tribulations

## Pylon Racing Results

### 7 August 2022...

#### Open class

Tom Jacobsen (Noarlunga) 103  
Greg Leigh (Noarlunga) 95  
Graham Paterson (HMAC) 93  
Pete Robertson (HMAC) 69

#### Standard class

John Jefferson (HMAC) 72

#### Electric class

Trevor Pearce (Connie) 100  
Greg Leigh (Noarlunga) 89  
Craig Spratt (Connie) 84  
Dave Whitten (HMAC) 47

### 4 September 2022

#### Open class

Tom Jacobsen (Noarlunga) 104  
Pete Robertson (HMAC) 91  
Greg Leigh (Noarlunga) 87  
Graham Paterson (HMAC) 81

#### Standard class

Bryan Christie (HMAC) 72

#### Electric class

Greg Leigh (Noarlunga) 83  
Dave Whitten (HMAC) 60

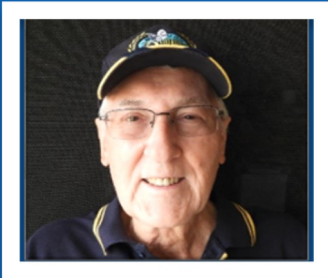


## EXTRA 300s - THE FINAL DEMISE

My love affair with the Extra 300s finished with a not so happy ending. Yes, we're officially separated. After building three wings and two fuselages which culminated in yet another ungainly arrival onto (into?) mother earth the Extra has been binned; but I'm getting over it with a new building project.

After building the second fuselage I gave some thought as to why the model apparently had a propensity to tip stall and decided to modify the wing by adding wing fences on each side at the midpoint and tips. This technique has often been used on full size aircraft, particularly military, whereby the fences obstruct span-wise airflow along the wing, preventing the entire wing from stalling at once.

While I was making the fences I decided also to install vortex generators (small vanes mounted along the length of the wing), another technique used on full size aircraft. The way vortex generators work is as follows: Airflow over the wing produces lift. If the critical angle of attack (generally accepted as around 17° plus or minus) is exceeded, airflow over the top of the wing will separate causing the wing to stall. Vortex generators create their own vortices, swirls of air which energize the layer of air immediately above the wing's surface and cause the air to remain attached to the wing longer, as angle of attack increases. This results in improved controllability at lower speeds and a reduced stall speed.



“I couldn’t control it and down she went – splat!”

## The Final Demise (cont)

Not knowing the optimum position for fitting the generators an internet search suggested the leading edge of the generators be placed approximately 7 to 8% of the chord aft of the wing’s leading edge. This I did by trimming CA hinges to shape and gluing them in place.

So much for the theory; time to put it to the test. I took the model to the field on a day that promised to be kind weather-wise. After the usual assembly, range check and failsafe test I asked CFI Andy Hollitt to stand with me in case I needed help with trims. The take-off went well; minor trimming to the ailerons resulted in steady hands-off flight. A stall test demonstrated a wing drop which was easily recovered. This was followed by a C of G test which showed the balance to be acceptable. Coming in for a landing the model proved to be a bit of a floater but eventually came down. So far so good.

The second flight went well, no surprises there.

On the third flight all was well until I was on the eastern side of the field slowing down to set up for a landing when the model started diving and wallowing as if in a tip stall. I couldn’t control it and down she went – splat!

Talking it over with Andy I thought it seemed a strange coincidence that the model crashed in almost the same spot twice previously after similar uncontrollable wallowing. Andy noted that the antenna on my transmitter was not fully upright but set at an angle of about 45°. This was a new transmitter I’d purchased just prior to the earlier disastrous flights and clearly I’d forgotten to set the angle correctly when taking it out my carry case prior to flight. It became obvious that standing at the flight line, holding the transmitter in my usual manner with the antenna at 45° the tip of the antenna was pointing directly at the model when it was on the eastern side of the field. As we know the signal from the transmitter radiates in a doughnut shape from the antenna, not in a straight line from the tip. Silly me, I committed a basic error!

Andy also suggested that I check the receiver by putting it in another model to see if it worked properly. I did this and flew the model deliberately over the crash site on the eastern side of the field, with the transmitter antenna in its correct position. No problem.

So, lesson learnt. Make sure the transmitter antenna is correctly extended. I’ll know better next time.

**John Jefferson**





Before and after pictures of Jeffo's  
Extra



## Around the Field by Kingsley Neumann

Firstly, let's just say that the weather has not been kind to us with wind and showers limiting activities somewhat. Flying training has slowed somewhat but we do get enquiries quite regularly.

### Flying RC from a Wheelchair.

We were approached recently by Michael Malone enquiring about Membership. Mike had been a member of HMAc in his youth many years ago and apparently had a lot of fun with some quite exotic models. Some of you might remember him. Unfortunately since then Michael's life has changed and he is now confined to a wheelchair. He has been able to continue his enjoyment of model flying in local parks but is keen to join us at the field. Mike had a great session with Kingsley and Kym and proved that he can fly very well indeed!

The next step is to put Mike through the process of a Bronze Flight test. There are a few special needs to address but I am sure that Mike and his helpers can make the grade. As with all flyers, safety is the keynote.

“Say Giddy if you see them at the field!”



Mike found the Apprentice to be a very nice model to fly. His dad Robert did a great job assisting and retrieving. Say Giddy if you see them at the field!

## Around the Field (*continued*)

### **Fun Activities**

Your new Committee would like to promote some fun activities at the field. "Model Flying Is Fun" was the slogan years ago. And so it should be. Safely of course. That's why the MASA Trophy rounds are so good to get involved with. Observant Members will have noticed the designated runway marks left over from the competition a few weeks ago. We will try and keep these visible with Andy's line marking roller. The grass is growing rapidly, so it will be a challenge. The aiming point is a right angle line at the midpoint. Try and make every touchdown exactly on that point. You might earn a round of applause! And while you are racing around the circuit try one or two ultra slow passes, just to see if you can do it. Remember to stay high just in case the stall bites suddenly. There is every possibility that exercises like these will make you a better and more precise flyer.

### **Daylight Saving From Sunday the 2nd of October**

It's about time too! The pleasure of flying your favourite electric plane can extend right up to dusk. (IC only until 7.00 PM). You will find that conditions are really nice in the evening. The wind generally drops and the sun is low in the western sky. Perfect. Just remember to put your clocks forward.

### **Fire Season.**

We all need to be aware of Fire Safety in the Glenthorne National Park. We can fly even on Fire Ban days but not on Catastrophic Fire Risk days. In fact we will double lock the gates so that access to the field is prohibited. This only happens a few times each season fortunately. More to the point, it pays to be very alert to fires that might be started by crashing your electric plane just outside the fence in the long dry grass. LiPos are notorious for shorting out when damaged by impact and a fire can easily start. The Club has five sets of emergency fire equipment consisting of a water bucket, a shovel and a fire blanket, installed at strategic locations along the fences. We also have fire extinguishers in the Clubrooms and at the Pits shelter. Call 000 for Fire Emergency assistance. The MFS station at Majors Road is only about 1.5 KM from the field. Response should be rapid.

### **Buy and Sell Day.**

This very popular event is planned for Saturday 5th November (No fire crackers please!) There are a lot of interesting items already accumulating and I have it on good authority that the raffle will have a tempting prize or two. The BBQ will be fired up. Remember, the early bird catches the worm!. See the poster in this issue.

### **Christmas Function**

The Club has had a variety of different ways of celebrating the festive season and Trophy presentations. A small group of volunteers have done a great job in the past. We do not have a firm plan at this stage but it might be time to investigate a catered venue once more. This gives everyone a chance to relax. Watch your emails for further information.

# BUY & SELL DAY

Sat Nov 5th 2022, 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. If last year's event is anything to go by, there will be some great bargains to be had!



**Free Admission**

**Sausage Sizzle &  
Refreshments  
available**

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

Proudly supported by  
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**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 2nd October

1.00 PM

(Daylight Saving starts)

**Social Meetings**

Friday 7th October

7.30 PM

“Show and Tell”

Friday 4th November -

7.30 PM

“Show and Tell”

**HMAC Buy and Sell**

Saturday 5th November

Gates open 8.30 am

**HOLDFAST MODEL AERO CLUB**  
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 Newsletter Editor  
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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**

There have been no new Members to welcome since the last Buzz but we expect some of our LIFT starters to join the Club soon.

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

**Instructors and Assistants**

Midweek instruction by arrangement continues. If you have Gold Wings please consider becoming a Club Instructor. Check the website on Sunday mornings for the suitability of conditions for Flight Training

**Name That Plane**



No prizes for where this shot was taken but can you guess the name of the plane? And can you spell it?

CLUE: The name starts with an A and ends with an X

Quaint model built and flown by Steve Nelson

**ANSWER**



## SPEKTRUM.

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