



HOLDFAST BUZZ

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modelflight RC

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Have you checked the HMAC Website recently? It is being regularly updated with useful information

holdfastmac.asn.au



Dave Whitten enjoys a spot of flying on one of the very few nice weather days that we have experienced in this unusual 2022-2023 summer season

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.



Geoff Haynes

“HMAC is keen to be part of the 2023 MASA Trophy Comp and will host one of the heats at our field”

From the President

Looking back on 2022, it was certainly a mix of ups and downs. COVID restrictions were relaxed and we could resume a more normal lifestyle. On the other hand, weather conditions significantly limited our flying days, with very few Sundays suitable for training and a consequent drop in new members.

We were unsuccessful in our application for MAAA assistance to fit out our storage shed, but we were blessed with pleasant weather for the November Buy & Sell day which proved quite profitable for the Club.

To cover the rising costs of occupying and maintaining our leased property, we were forced to increase membership fees for the first time in 4 years, but most of our members were totally supportive of this move and renewal rates did not plummet.

We participated in the MASA Trophy Competition in two of the four heats, achieving a first place in one and third place in the other. Having missed two heats, we were out of contention for the Trophy but it was a lot of fun for those who took part.

We had the Annual Christmas function at Club Marion, subsidising the cost to keep the price affordable for attendees. The feedback was very positive and we will consider doing a similar thing this year. You can read about the trophy recipients and raffle prize winners elsewhere in this issue.

There is always work to be done in maintaining our field, buildings and equipment. Rather than relying on a couple of working bees throughout the year, it would be better to deal with repairs and maintenance as the need arises. To this end we want to form a Maintenance Team to monitor the state of our assets and perform the required tasks autonomously. So please contact me if you can help in this way. It will reduce the burden on the Committee and be greatly appreciated.

HMAC is keen to be part of the 2023 MASA Trophy Competition and will host one of the heats at our field. The tasks are not difficult and the emphasis is on having fun and meeting members of other Clubs. We would like to have 8-10 participants in the HMAC Team this year. With a team of this size, you don't have to compete in every heat, nor every task in each heat, so the commitment is both minimal and enjoyable. Please contact a committee member if you are interested in joining Team HMAC. You can optionally leave us a voicemail on 8377 2708.

Let's hope the weather is kinder to us in the coming months and we can enjoy more time at the field.

Happy flying!

Geoff Haynes
President



Items for Sale

Steve Davies has a huge selection of model aircraft for sale. Check our Buy & Sell page for details. There will surely be something in the collection to take your fancy! www.holdfastmac.asn.au/buy-and-sell

HMAC Christmas Function 2022

Club Members, wives and visitors attended the Annual Christmas Function for presentation of awards on Sunday the 11th of December. A tasty luncheon and drinks were enjoyed at Club Marion. It was great to resume normal social activities after a couple of years of Covid restrictions.

President Geoff Haynes presented the following competition trophies:

Open Class Pylon: Tom Jacobsen (NMAS) 593 points

Standard Class Pylon: John Jefferson (HMAC) 446 points

Electric Class Pylon: Trevor Pearce (CMFC) 504 points

In addition, special awards were made to the following people for services rendered:

Kathy Paterson for dedication to Club competition management

Mike Mildren for many years of dedicated service to the Club.

The Oval View (West) room was our venue at the comfortable Club Marion



Tom Jacobsen from Noarlunga Club has supported our event for twenty years. He is an ace flyer and always happy to help newcomers and in fact anyone in the competition.



John Jefferson receiving his trophy for Standard Class Pylon



Trevor Pearce receiving his trophy for Electric Pylon. Trevor is a Pylon fanatic from Constellation Club and travels down each month to compete in the HMAc event. Trevor is a successful and talented F3D competitor and has been selected for the Australian Team which will compete at the FAI world championships in Holland in 2023. Congratulations Trevor! In case anyone is wondering how fast those FAI pylon racers can go on a closed circuit, it is around 200 KPH.



Kathy Paterson receives her award for managing the Club Pylon events over such a long time. She takes no nonsense and does a great job!



Mike Mildren receives his award (yet another one, as he jokingly quipped!) for his ongoing dedication to the Club over many years. Mike is a man of many talents and can be found at the field several times each week doing all sorts of odd jobs. Mike is getting on in years and he would very much appreciate a younger helper or better still, a team of helpers for Field Maintenance.



Sandy Haynes drew the prize winning tickets for the Model Flight sponsored raffle

First Prize (\$500.00 voucher) went to Dave Whitten

Second Prize (\$50.00 voucher) went to Jim Gardiner

Congratulations to the winners and thanks to all who participated

Pylon Racing and other Competitions at HMAc

“The event was named “Point Ten Pylon” to differentiate from the much larger and more expensive FAI racers”

“A set of rules for the competition was drawn up and the concept took off with much enthusiasm”

The concept of small racing planes was introduced at HMAc in about 1996 by a group of enthusiasts including Bob McEwin and Dave Whitten. It was originally called “Sunday Fun” for very basic IC sports models. A few years later electric power was introduced with a model called Dyna-Mite, powered by a Dust Buster Mabuchi motor and NiCad cells.

Glow power was preferred and the group settled on the readily available 0.10 cubic inch capacity engine. The event was named “Point Ten Pylon” to differentiate from the much larger and more expensive FAI racers. A simple two pylon course was used and remains to this day.

There are three racing categories available, each of which requires a special, custom-built aircraft. Kits are available for the Standard and Electric class.

Open Class: These are the fastest machines, using a tiny but powerful, modified 0.10 cubic inch capacity glow motor. The airframe is open to choose and the only restriction is the plain bearing 0.10 engine. These engines are becoming scarce nowadays

Standard Class: The airframe is restricted to traditional model materials, and no GRP with a stock standard unmodified 0.10 cubic inch glow motor resulting in a modest turn of speed.

Electric Class: This class is based on the European e2K class. The airframe is restricted as is the power train and batteries. Make no mistake, these can be very fast machines.

A set of rules for the competition was drawn up and the concept took off with much enthusiasm. The contestant who completes the most laps in three minutes for IC or two and a half minutes

for electric wins the round. The event is supported by Club Members and other helpers acting as pylon judges and lap counters.

At around the same time Air Racing was introduced, the concept of Aerial Combat was demonstrated by Ray Melton from CMFC. The competitors fly scale models of WW1 and WW2 fighter planes. Each plane tows a paper streamer which acts as the target for the combat engagement. The aim is to cut the streamer of the enemy in a dog fight. A great deal of fun is had by all with cheering and encouragement by spectators. Some people even dress up to represent their side in the combat (Allies or Axis). Scorers keep track and the person with the most cuts is the winner. There are occasional mid-air collisions but often very little damage results.

In 2022 HMAc became involved in the MASA Trophy round of competition between Clubs. We did very well in our first attempt and this form of flying is great fun. You do not have to be the best flyer to do very well with simple tasks like spot landing, short landings, slow flying, timed circuits etc. A special plane is not required, just a sports model, but you do need to be very familiar with the flight characteristics of your plane. And practice helps!

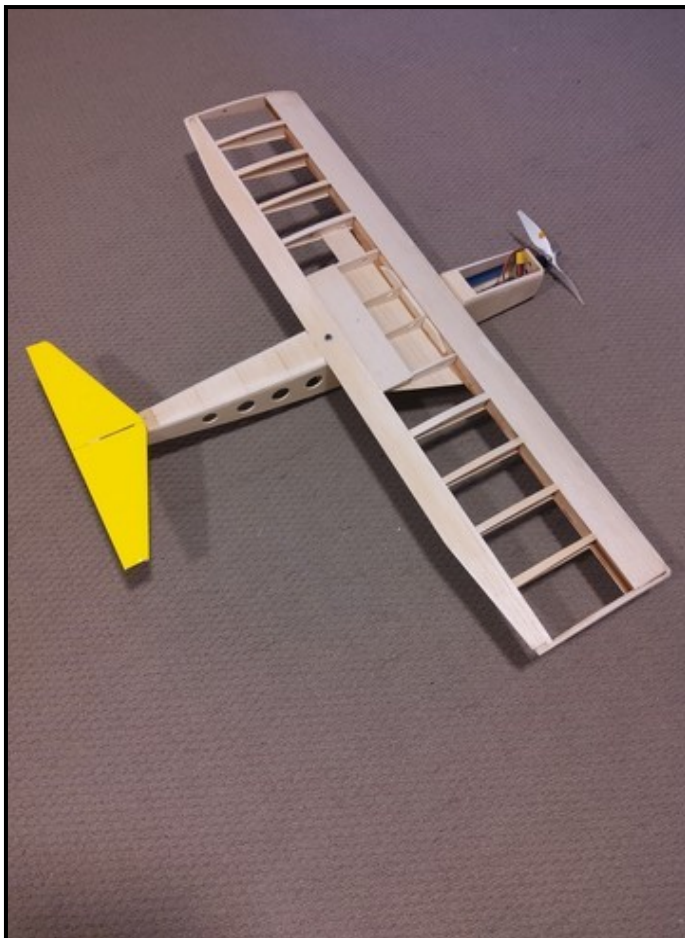
HMAc would like to enter each competition with at least three people attending the bi monthly events. You only need Bronze Wings to compete. You will get the opportunity to fly at a neighbouring Club.. HMAc will be required to host one event in 2023.

For more information on pylon, speak with Kathy and Graham Paterson or John Jefferson..

The MASA Trophy Competition requires you to register. See Page 9



A picture from the archives c2003 shows how very popular the single class “Point Ten Pylon” racing was. And it looks like we had one visitor, Greg Leigh from Noarlunga



“Jasper” Electric Pylon racer by Dave Whitten

JOIN TEAM HMAC!

We are putting together a team to represent HMAC at the 2023 MASA Trophy Competition. The emphasis is on fun and the tasks are not difficult.

There are 4-5 heats throughout the year, with 3 tasks in each heat. You can take part in just one heat if you wish, and compete in only one task in a heat, so the commitment is minimal if we can build a team of 8 or more to share the tasks.

So why not put your name down for a position on TEAM HMAC and have some fun! (minimum of Bronze Wings required).

Email Geoff Haynes, president@holdfastmac.asn.au



Some of the action in Round 4, 2022 hosted by HMAC



“The time came at last to dust off the building board and get my various tools and glues ready.”

Seagull Challenger by John Jefferson

After getting over the sorry saga of the build, rebuild and final demise of my Extra 300 project, I didn't want to get withdrawal symptoms from not having another project to work on. Every time I walked into the workshop and saw the empty building board I knew I had to do something about it. As is my usual habit, I scrolled through the website of our sponsor Modelflight and came across the Seagull Challenger Sport LW (low wing) which was available as an almost ready to fly (ARF) kit as well as a balsa build-up kit. I've bought Seagull models before and was happy with their build quality and performance. I wasn't interested in the ARF kit but definitely interested in the build-up kit. The Challenger's specifications were:

- engine 46 glow or electric motor equivalent;
- wingspan 1.34 m;
- length 1.16 m;
- weight 2.3 kg to 2.7 kg depending on set-up.

Interestingly the Challenger looked a bit like a cross between an Extra 300 and Hangar 9 Pulse from a few years back. I wonder if the resemblance to the Extra swayed my decision to buy it. Anyway, out with the credit card and an order was placed with Modelflight (with free delivery, a bonus).

A few days later my friendly Toll courier delivered the big cardboard box with its bits and pieces. Inside there were laser cut balsa and liteply parts, all hardware, decals, moulded canopy and cowling, and a full size plan together with an instruction manual. The plan was drawn in 2013 so the model has been around for quite a few years.

First task was to read the manual and identify all the parts. This is where the challenge started; clearly the Challenger would be true to its name. The manual was a poor quality photocopy which made it hard to see specific details of the build structure and it became obvious that a number of parts and build sequence were not mentioned. Also, the manual was based on a larger size Challenger sibling (1.55 m wingspan), but most of the basics for the 1.34 m model were covered. The manual covered the wing build sufficiently but the fuselage was where questions and head scratching arose. The full size plan was mostly comprehensive but as with the manual some parts were not clearly identified. Nevertheless, all balsa and liteply parts were numbered and if you had built models before you could work out what went where; the critical issue being the correct sequence.

As the model had been on the market for a while I checked on-line to see if there were any reviews. The first hit was for a build review by the English RCM&E magazine in 2015. Reading the review it was obvious nothing has changed because the critique reflected my findings precisely. Putting that aside the model flew very well with an electric set-up according to the reviewer, which I intend to use as well.

The time came at last to dust off the building board and get my various tools and glues ready. The full size plan was too big to fit on my building board so I cut it into four sections separating the wings, tail feathers, undercarriage and fuselage. First task was assembling the wings as shown in the manual. They went together easily as the ribs, spars, leading and trailing edges were made to interlock with each other. Same with the wing tips. So far so good.

Next task was the assembly of the fuselage. This wasn't going to be as easy as the wings but I was ready to get stuck into it. To be continued.





JJ's current Seagull Challenger project looks daunting but seems to have gone together well. I wonder how it will fare in the air? Watch this space!





UPCOMING EVENTS

General Meeting

Friday Feb 3rd. -
Show and Tell

Pylon Racing

Sunday Feb 5th

General Meeting

Friday March 3rd -
TBA

Committee Meeting

Tuesday March 21st

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.

Holdfast Model Aero Club Website

All Members and visitors are encouraged to visit our website often. You can take a quick peek at the Flight Line to see who might be flying. You can read the actual weather conditions provided by our weather station. The wind forecast is very good via the windy.com link. And of course you can check up on rules and regulations via the main menu if you wish

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

Instructors Wanted.

If you have Gold Wings and would like to help the team, we can offer some teaching experience under the guidance of an MAAA Instructor. This is in advance of doing the MAAA Instructor Course. Please contact the secretary Kingsley Neumann for more information.

Flying Achievements

Name	Award	Instructors
Garry Head	Silver (P)	G Paterson, A Ayles
Jim Gardiner	Silver (P)	G Paterson, P Robertson



modelflight RC



Hangar 9 Ultra Stick

10cc ARF RC Plane

\$499.99

E-flite Conscendo Evolution 1.5m RC Glider

BNF Basic

Plug-N-Play

\$449.99

\$319.99



Seagull Models Delta Racer

.46 ARF RC Plane

\$369.99

NEW

E-flite UMX Twin Otter RC Plane

BNF Basic: \$369.99

The popular E-flite Twin Otter RC plane is now available in a convenient ultra-micro size. Equipped with exclusive Spektrum technologies, intermediate to experienced pilots will love the most affordable and easiest-to-fly replica of the STOL-capable bush plane yet!



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