



# HOLDFAST BUZZ

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**modelflight** RC

## Inside this issue:

From the President	2
Pylon results	3
MASA Trophy Round 1	3
Where's your Safe-Tag?	3
Building Challenger	4
IMAC Promotion	6
New Members	7
Upcoming Events	7
Flying Achievements	7

## “Hey, RC Flying is Really Fun!”



Congratulations to Bryan Christie who successfully completed the MAAA Instructor Course on March 25th and is now a fully rated Instructor. Bryan (on right) is shown giving instruction to new HMAC member Adam Keene on a recent Sunday training session. Adam makes time to fly RC models when he is not flying helicopters for CHC in South East Asia.

### PLEASE NOTE

As Friday April 7 is Good Friday, there will be no Social Meeting at the Club room.

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.

## From the President



Geoff Haynes

*".. I am sure there are members who are more than capable of becoming a Committee member and doing a great job."*

It's been a busy couple of months since my last report. Your Committee has held a Strategic Planning Meeting in which we formulate our objectives for the next five years and focus on the things that are most important to the Club's long term stability.

We now have a team of members that will look after general maintenance and repairs to our field, buildings and equipment. The team has already commenced work to improve the effectiveness of the irrigation system.

We are updating our training system to make more efficient use of the instructors' time, streamline the Come & Try process and provide a consistent lesson plan for students enrolled in our LIFT Program.

In late February we completed and submitted an application to MAAA for funding a project to replace our deteriorating barriers with a set of steel mesh safety fences at the flight line. The design is along the lines of safety fences in use at other clubs. If our application is successful, construction will take place in June-July. Disruption to flying operations will be minimal.

The time for Budget preparation is looming and we will present the 2023-24 Budget to Members for review and approval in early May. We anticipate no increase in Club fees for the coming year.

Before we know it, the 2023 AGM will upon us, which brings me to an issue raised in our Strategic Planning Meeting. The Committee is made up of a group of members who volunteer their time to manage the general operation of the Club. Eventually each of us has to step down from our role and pass the baton to new people with new ideas, new skills and enthusiasm.

This requires members to seriously consider giving something back to the Club by offering to take on a Committee role. It is unrealistic to assume that the

current Committee Members will just carry on year after year managing the Club. Apart from the ageing process, Committee Members cannot hold a role for longer than 5 consecutive years under our Constitution. So I ask all of you to consider nomination for a position on the next Committee.

As most of you know, my wife and I are planning to move back to NSW in early 2024, so this will be my last year at HMAAC. I am sure there are members who are more than capable of becoming a Committee member and doing a great job. I am happy to talk with anyone who wants more information about what is involved. Keep in mind that you don't have to wait until the next AGM to join the Committee.

Safety at the field is always of paramount importance. Please take time to familiarise yourself with the guidelines for Incident Reporting which can be found on our website at

<https://holdfastmac.asn.au/incident-reporting/>

Never feel embarrassed to report a crash! It happens to all of us. If you've never had a crash you aren't flying enough! I raise this point because we need to be aware of, and keep records of all incidents that occur outside our fence boundaries or result in injury or damage to property. We are subject to CASA audits without notice, so need to demonstrate how we record and manage all incidents.

Last but not least, your feedback and suggestions are important. Please feel free to pop your ideas and comments in the Suggestion Box that is located in the canteen.

Have a safe and Happy Easter!

**Geoff**



## Pylon Racing Results

### 5th February 2023

#### Open class

Tom Jacobsen (NMAS)	103
Graham Paterson (HMAC)	89

#### Standard class

Bryan Christie (HMAC)	75
John Jefferson (HMAC)	73
Sonny Carroll (HMAC)	61

### 5th March 2023

No Pylon or Combat sorties were flown due to inclement weather



## MASA Trophy Round 1 2023

Kirk Winters, Terry Gold and Geoff Haynes represented HMAC in Round 1 of the MASA Trophy Competition, held at South Coast Model Aerosport Club, Clayton Bay.

The weather varied between calm, windy and light rain, but we managed to complete the heats regardless. Our team performed respectably, achieving third place just behind Strathalbyn. Not a bad result given we did hardly any practice beforehand.

Kirk was our star performer with consistently high scores in each heat. Well done Kirk! Hopefully we can attract more people for our team in the next rounds. It's all good fun!

Points accumulated on the day were:

South Coast: 130  
 Strathalbyn: 90  
 Holdfast: 80  
 Noarlunga: 15

The next round will be held on Sunday 28th May at Noarlunga (NMAS) Why not come along and have a go?



## Where's Your Safe-Tag?



At HMAC we strongly recommend the use of a Safe-Tag for electric models. They are simple to make, comprising a connector that matches that on your ESC, with a length of green ribbon that makes it easily visible externally. When fitted in place of the flight battery, it indicates that the aircraft is not connected to its power source and can safely be left unattended. We can supply you with free ribbon, so please use Safe-Tags and keep our area safe. More information:

<https://holdfastmac.asn.au/wp-content/uploads/2013/08/The-SafeTag-System.pdf>

The MASA Trophy is a bi-monthly event for Club Members



*“... My main gripes were the selection of balsa for various parts”.*

## SEAGULL CHALLENGER by John Jefferson

### Fuselage Build

My Seagull Challenger project has progressed satisfactorily. The wings have been completed so on to the next task - the fuselage build.

As I discovered earlier a number of build sequence steps were not identified in the manual, nor did the plan show all the part numbers. These omissions were more pronounced when assembling and gluing the fuselage. As mentioned in the first instalment, these omissions were relatively easy to overcome if you had experience with model building. A bit of logical thinking and it all came together, albeit with a minor grumble or two.

The manual's methodology was to lay down one side of the fuselage and attach the firewall and formers to that side. The firewall and formers had tabs which fitted into pre-cut slots which made it easy to get all into their correct position. Once dry the other side was aligned and glued together. An interesting method of aligning the two halves was by way of an aluminium rectangular tube which slotted through the firewall and formers; and then removed when the glue dried. Again, the manual was very skimpy on detail how to use the tube, but the pre-cut slots in the firewall and formers made it obvious what was intended.

The rest of the build was straightforward; turtledeck, underside and combined battery hatch/cockpit. My main gripes were the selection of balsa for various parts. For example, the turtle deck had compound curves so you would expect the supplied balsa sheeting to be a softer grade to assist with folding/bending; but no, the sheeting was very hard and snapped when I tried to attach it to the formers even though I moistened the outside of the sheeting to assist bending. I ended up using my own supply of softer grade balsa which solved the problem. As an aside, this same problem arose with the wing leading edges. On the opposite side of the coin, in some cases soft balsa was provided instead of hard balsa, e.g. some wing ribs and fuselage formers were so soft they fractured when simply gluing them in place. Again, I replaced them with my supply of hard balsa. They were easy to cut out by simply using the full size plan as a template.

The tail feathers were next. They were fairly thick balsa with holes cut out to assist with weight reduction. All they needed was their leading edges to be sanded to a rounded profile; a simple task.

The original Challenger kit was designed for a glow engine but this latest version included parts for an electric motor, which I opted for. The supplied adjustable plywood motor mount was easily assembled and glued together, then bolted to the firewall. The trick is to ensure you glue the adjustable front part of the plywood mount into position so that the electric motor's prop driver will just clear the cowling. The old adage of measure twice holds true, in fact measure three or four times to be absolutely sure.

OK, that's the build finished; time to decide on a colour scheme. This is where I rely on my wife Marika's keen judgement on colour coordination and visibility. As she's a regular light marshal when we have our pylon races, she knows what colours work best to clearly identify particular models. The basic scheme we decided on was white fuselage, black and white check tail feathers, yellow underside, red for top of wings with black and white check trim. I had just enough black and white check covering



## Challenger Build (continued)

but when I applied the last section to a wing leading edge I realised I did it wrong way around and the left and right sides of the wing are not exactly the same – you can spot the difference in the photo. If I had more covering I would have replaced the fault but I decided I can live with it rather than buy a whole roll of covering just to use a 25 centimetre section.

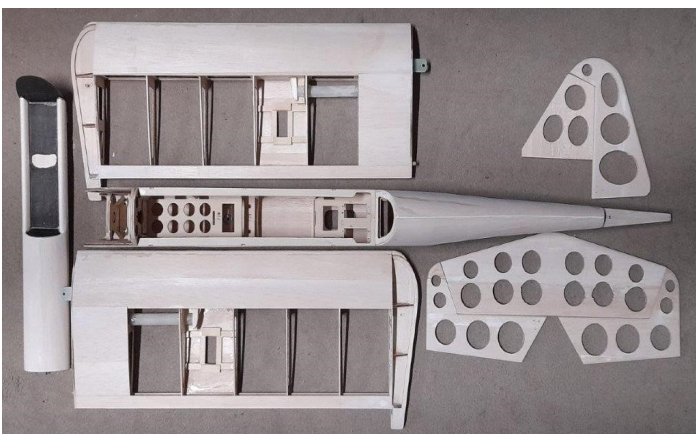
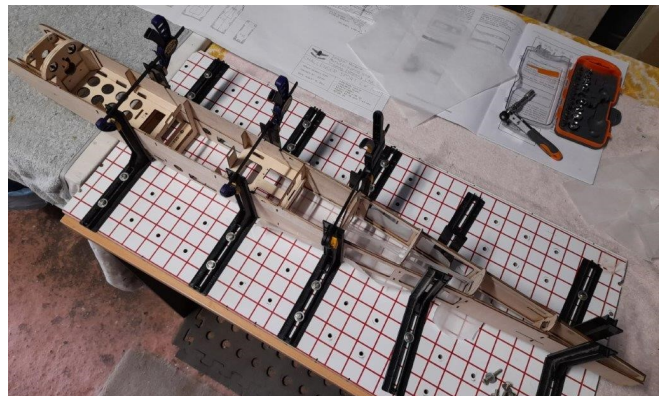
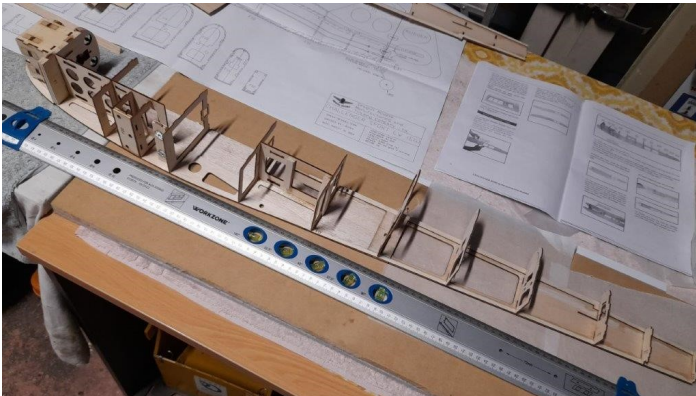
Equipment installation came next; electric motor (Turnigy G46), ESC, servos, control rods. Control surfaces hinged and deflection set. I used my amp/watt meter to work out an optimum prop size. An APC 13x6.5 electric prop seemed to be suitable, generating 650 watts at 40 amps, well within the capability of the 60 amp ESC I fitted.

I made sure the motor had 2° of right thrust and 2° of down thrust to assist in counteracting torque effect. Additionally, I checked the wing's angle of incidence with my incidence meter to verify if the design correctly allowed for it. My meter indicated 2° positive, which I was very happy with.

The centre of gravity was too far aft, a result of the original design based on a 40 size glow motor. I had to add 160 grams of weight to the nose to balance at the recommended CofG point.

The final weight of the model with a 4s 2800 battery was 2,600 g (92 oz). The wing area of 35 dm<sup>2</sup> (3.7 ft<sup>2</sup>), resulted in a wing loading of 74 g/dm<sup>2</sup> (24 oz/ft<sup>2</sup>); which should prove acceptable.

Now, all that's left is to see if my hard work will result in the Challenger taking to the air and returning safely in one piece.



**Editor:** John, some good construction techniques here. The fuselage jig is very important for accurate alignment. And the neat and tidy workbench makes a huge difference. The finished *Challenger* looks very smart indeed.



# IMAC



## **Are you interested in competing in IMAC?**

**MASA would like to see if there is interest in  
starting a IMAC competition series in SA.**

**If this is something you would like to try please  
register your interest in writing to the president  
David Mifsud at [president@masa.org.au](mailto:president@masa.org.au)**

**If there is enough interest we will get back to  
you with further updates.**

It is quite likely that not all HMAC Members are familiar with the International Miniature Aerobatic Club (IMAC). It is a very impressive form of RC flying which emulates the full size aerobatic competitions with large scale planes. The world wide organisation has an Australian section and there are a number of interested people in South Australia including HMAC. For more information take a look at the IMAC South Australia Facebook page:

<https://www.facebook.com/imacsouthaustralia>



### UPCOMING EVENTS

#### Pylon Racing

Sunday April 2nd

Sunday May 7th

#### MASA Trophy Round 2

Sunday May 28th  
(Noarlunga)

#### Social Meetings

Friday May 5th

#### Committee Meetings

Tuesday May 16th

#### 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

The Club extends a warm welcome to the following:

**Adam Keene, Kai Clarke and Sean Bartlett**

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

We also welcome back past members, **Ian Williams** and **Robin Moore**.

Nice to have you back!

### Sunday Training

Visitors interested in learning to fly should use the booking system on the HMAc Website to ensure that you can have a try (subject to the weather)

HMAc Members who are learning to fly in our LIFT program need not book. You will be given priority

### Flying Achievements

Name	Award	Instructors
Bryan Christie	Instructor	Bill Kent (MAAA SFI)

#### South Coast Model Aerosport Club

presents:

## "A Celebration of Aeromodelling"

15<sup>th</sup> and 16<sup>th</sup> of April 2023

Open Day

**Come and fly with us**

Lunch, unpowered camping sites, hot showers & toilets available.

Sidewalk sale and flying demonstrations.

803 Finnis – Clayton Road, Clayton Bay, SA

**Public welcome**

Contact: Dail Opulskis, 0478197169, [secretary-scmac@outlook.com](mailto:secretary-scmac@outlook.com)

<https://www.facebook.com/southcoastmodelaerosportclub> <https://scmac.weebly.com/>

Attendees to abide by SCMAC rules, pilots must have MAAA membership



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## Seagull Models Cessna Turbo Skylane 182

Available in a blue or green colour scheme

Plug-N-Play: \$999.99



## Seagull Models Challenger .40

Master Scale Edition

Kit: \$349.99

## Hangar 9 Ultra Stick RC Plane

Electric 60" RC Plane

Plug-N-Play: \$1099.99



NEW

## E-flite P-51D Mustang 1.2m RC Plane

BNF Basic: \$599.99 PNP: \$579.99

Finished in the iconic 'Cripes A'Mighty 3rd' trim scheme, the updated version of the hugely popular 1.2m P-51D Mustang from E-flite delivers classic warbird detail and operational ability with functional retracts and flaps, as well as an upgraded Avian 70A Smart Lite ESC by Spektrum.



modelflight.com.au

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