



# HOLDFAST BUZZ

HMAC proudly sponsored by  
**modelflight** RC

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## It's Jim again with another beauty!



**FRIDAY 6th  
September  
7.30 pm**

**Presentation:  
Remembering  
Australia's Few**

**See Page 3  
for details**

Judging by the big grin on his face, I would say the ULTRA STICK has reached or even exceeded Jim Gardiner's expectations. It certainly is a nice looking model. Hang onto it, Jim!

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 Kingsley, the Editor at [buzz@holdfastmac.asn.au](mailto:buzz@holdfastmac.asn.au) for inclusion in a future edition of BUZZ.



**Kirk Winters**

“I would like to encourage our membership to reach out to prospective members and the general public who attend our grounds to watch us fly.”

## From the President

Some may know me, some may not. I've been a member of HMAAC since the late 1990's.

Some of the time I was not flying, some of the time I was dreaming of flying. Some of the time I was flying at other clubs themed days. Most days I love to fly at HMAAC.

My name is Kirk Winters, still loving our sport. So much to learn, so little time to play.

Surprise was my first thought, then acknowledgement of necessity, then overwhelming thoughts followed - Could I serve HMAAC well, Could I even reach the standards set by my predecessors?

Do I have the time?

Thank you for my nomination and election as president. I too have bigger shoes to fill thanks to our resigning president, Geoff Haynes. Geoff has done so very much for our club and our committee. He has done amazing things that are definitely not in the presidents roll, but very much appreciated by us all. If I had time and the space, I would mention them, for they are many.

Serving on the committee for the past two years as a general committee member has taught me much. The single biggest lesson learnt is that we need dedicated volunteers for a list of endless rolls. It is rewarding and you have a direct positive input to further our club and the fun of our sports.

We as a club face challenges ahead, both internally and externally. Membership numbers continue to decline and with the decline we have less financial resources.

I would like to encourage our membership to reach out to prospective members and the general public who attend our grounds to watch us fly. Introduce yourself and ask if you can be of assistance. Ask if they would like to have a go at our sport and if they are interested in learning to fly. If they are, please help best you can and

refer them to our web site for all the information they may require to get set into our very important LIFT training programme and come and try.

With 2025 approaching fast, the MASA Interclub Trophy Competition will recommence after a year of planning and tweaking the competition.

It will be fun and yes it will be a competition, but only at your own pace and skill level. Tasks look to be designed to suit luck and you don't have to have expensive aircraft or gold wings standard. Come and join me and I hope that we can field a full team for each of the four rounds, maybe even a fifth and final finale. Camaraderie is king here, a sense of humour helps. Help our club defend and also give stick back to our competitors in the most fun way.

Stay tuned for our own club fun fly in the warmer months, plus an interclub fun fly booked for 25th May 2025. Your attendance and participation will be warmly welcomed.

As for more pressing and closer times,

Please come along to our first Friday social meeting on September 6th 2024.

You will hear from Gary Petts, Aviation historian with special interests in Australian Aviation on the topic 'Remembering Australia's "FEW" 84 years on'.

You will find information and details in this BUZZ magazine.

A light supper will be provided after the presentation with coffee and tea when you want.

Fly well, fly safe, fly skilfully, fly fun.

**Kirk Winters**

*President*

## REMEMBERING AUSTRALIA'S "FEW" 84 YEARS ON



The "Battle of Britain" as it came to be known, was the first major military campaign to be fought entirely by air forces and took place during the British summer and autumn of 1940. "Battle of Britain Day" is celebrated each year on 15 September.

During the "Battle of Britain" (10 July to 31 October 1940) the Luftwaffe lost approximately 1652 aircraft, including 229 twin-engined and 533 single-engined fighters. RAF Fighter Command lost approximately 1087 aircraft, including 53 twin-engined fighters. Additionally, the RAF lost 376 Bomber Command and 148 Coastal Command aircraft while conducting bombing, mining and reconnaissance missions. The Battle of Britain clasp to the 1939/1945 Star was issued to aircrew who fought in the Battle of Britain in stipulated Fighter Command Squadrons and who had flown at least one operational sortie between 00:01 hours on 10 July 1940 and 23:59 on 31 October 1940. This included crew members of aircraft such as the Defiant and Blenheim and not just pilots of Spitfires and Hurricanes. There were 2936 airmen who qualified for the Battle of Britain Clasp. Commonwealth War Graves Commission

statistics show 544 RAF Fighter Command pilots, 718 airmen of Bomber Command, 280 airmen of Coastal Command, approximately 23,000 civilians and more than 2,500 German aircrew, were killed during the Battle.

A Battle of Britain Honour Board in the RAAF Edinburgh Officers' Mess lists 36 Australians who flew in the Battle of Britain. Eight of the aircrew named on the Honour Board were South Australians.



*Contrails from duelling fighters fill the sky over St Paul's Cathedral in London.*

Thirteen of the 36 Australians who flew in the Battle of Britain did not survive. One of the South Australians, William "Bill" Henry Millington DFC, shown above, had the dubious honour of being the 13<sup>th</sup> Australian and last Fighter Command pilot to be killed in action during the Battle of Britain. On 30 October 1940, Millington was flying a 249 Squadron Hurricane, patrolling North Weald aerodrome at about 20,000 feet, when 8-10 Me 109s were spotted at about 28,000 feet. The enemy scattered and individual chases ensued. Bill Millington was last seen chasing a German fighter out to sea. From his first victory, on 9 July 1940, 23-year-old Bill Millington had accumulated a total of nine and two shared destroyed, four probables and three damaged enemy aircraft. He was a double ace and the fourth highest scoring of those Australians acknowledged by the Battle of Britain Monument and the Battle of Britain Historical Society.

**Come along and join us at our Social Night on Friday 6 September 2024 to hear Gary Petts, Military Aviation Researcher and writer, talk about Bill Millington and some forgotten heroes of WWII.**

## HMAC AGM 2024

### President's Report

Greetings and welcome to everyone.

Before we go any further, I would like to pause for a moment or two and reflect on the Members who have passed on in the last 12 months or so. Sonny Carroll, Tony Clifford, Ian Cole, Huw Rosser and John Boath, each of whom had contributed to the running of the Club over many years.

(Silence for thirty seconds).

This is the third AGM that we have held online. Initially this was due to Covid restrictions for meetings, but we have become accustomed to this style of business meeting and have continued with the format. However, having said that, there is a definite feeling among Members that we should return to conventional monthly Club Meetings to foster a better camaraderie and learn more about projects and improvements in our chosen hobby. You will hear more about this in coming weeks.

I did not expect to be acting as President at this point in time but with Geoff Haynes' imminent departure for a new residence interstate and our lack of a Vice President to take his place, I agreed to take up the challenge whilst still holding the position of Secretary. A piece of cake, I thought.

Geoff was doing an incredible job of running the Club with his IT expertise and business management skills. He is a man of many talents, and we owe so much to him for his contribution to the club. He shaped the Club in so many ways. But his shoes were very big shoes to fill. Fortunately, Geoff's handover was very thorough, and he is still giving advice from afar whenever we need it. I must also acknowledge Geoff's generous donation of many useful items to the Club, including certain office and modelling equipment that he did not want to take with him to the east coast.

I must also thank all members of my committee, all of whom have done an excellent job over the past 12 months. Some tasks were reallocated, and we were very fortunate to gain the services of our assistant Treasurer Stewart Jackson. Stewart has taken on the complex task and despite the steep learning curve is proving to be a real asset to the committee. The entire committee gives willingly of their time and knowledge.

A major project that was commenced under Geoff's leadership late in 2023 came to fruition in May 2024 when we completed the Safety Fence. We had been successful in obtaining the maximum grant of \$5000.00 from MAAA and \$500.00 from MASA. Our original intention was to erect the fence ourselves but on advice from Kirk, our builder on committee, we wisely decided to utilise a commercial contractor for installation. Broadview Fencing did a very efficient job and there was only a small amount of tidying up to do. A very generous donation from an anonymous Club member was graciously accepted. This covered the extra expense of a contractor. The overall appearance and safety of our Flight Line is much improved by the new fence.

Whilst on the appearance of the Club field and amenities, the committee is concerned at the deterioration of the older buildings particularly in the food preparation areas and we plan to mount a big clean up shortly. A great deal of work was done by Kirk and Marina in preparation for the recent Scale Day which was cancelled due to wind. We will be hosting Members and visitors from other Clubs at future events, and everything must be clean and sanitary.

The Flying Field is an important asset that we must take great care with. A fertilising, weed control and watering program is about to start this spring. We should be able to improve the landing surface considerably. The mowing team will be out and about under the leadership of Graham Paterson. He and the

other operators can always use some assistance. Graham can even teach you how to drive our tractor. Club Members can expect a call to attend a Working Bee or two.

Flying Training of new Members has continued throughout the year despite recent wintry weather. The website, including the very useful webcam and weather station, have suffered small outages but are working fine now. Our "Come and Try" online booking system is working quite well, thanks to Geoff and Steve Davies. The Membership numbers are down somewhat from the end of last year but are still quite respectable. In the last 12 months we welcomed 13 new Members (including renewals of lapsed memberships) and our instructors awarded 6 new Wings qualifications through our LIFT program. We are running low on instructors for the first time in many years. A campaign to get the numbers up again is recommended. The best path to instructing is to offer your services as a Club Instructor to gain experience. Gold wings is a prerequisite.

We had a small number of uncontrolled arrivals during normal flying activities but there were no significant safety issues to report.

Holdfast Club made it into the finals of the hotly contested MASA Trophy event at the end of 2023. We hosted the event at our field but unfortunately, despite a valiant effort, we were beaten by Skyhawks Club and finished "runners-up" for the state competition. The competition is having a break for the moment but will resume in 2025. Holdfast will initiate and host a Fun Fly in 2025.

Overall, despite losing our main man, Geoff Haynes, I feel that we have every opportunity to forge ahead and capitalise on our convenient location and make our flying activities even more enjoyable at the Holdfast Field for years to come.

Kingsley Neumann

2<sup>nd</sup> August 2024

### Your HMAAC Committee for the next 12 months

<b>President</b>	Kirk Winters
<b>Vice President</b>	Mike Nelson
<b>Secretary</b>	Kingsley Neumann
<b>Treasurer</b>	Stewart Jackson
<b>Public Officer</b>	Kingsley Neumann
<b>Auditor</b>	John Modistach
<b>Committee Members</b>	John Jefferson, Bryan Christie, Dave Whitten, Andy Hollitt

The next Committee Meeting will be on Tuesday 20th August via ZOOM. If you have anything for the Committee to consider please notify the secretary, preferably by email to [secretary@holdfastmac.asn.au](mailto:secretary@holdfastmac.asn.au)

**PYLON RACING**  
is held on the  
first Sunday  
monthly from  
12.30 AM

**BRONZE WINGS to**  
**ASHTON KERFF**

## Pylon Racing Results

### 7 July 2024:

#### Open class

Tom Jacobsen (Noarlunga)	92
Greg Leigh (Noarlunga)	83
Pete Robertson (HMAC)	83
Graham Paterson (HMAC)	62

#### Standard class

No racing

#### Electric class

Trevor Pearce (Connie)	92
Greg Leigh (Noarlunga)	91
Pete Robertson (HMAC)	89
Craig Spratt (Connie)	85
No combat sorties flown	

### 4 August 2024

#### Open class

No races flown

#### Standard class

No races flown

#### Electric class

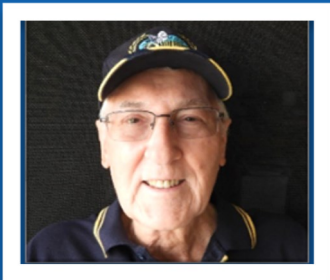
Greg Leigh (Noarlunga)	94
Pete Robertson (HMAC)	94
Trevor Pearce (Connie)	90
Craig Spratt (Connie)	80
Dave Whitten (HMAC)	76
No combat missions were flown.	
The weather deteriorated during the afternoon and racing had to be curtailed.	



## Wings Awards



Congratulations to Ashton Kerff on achieving his BRONZE WINGS on Sunday 11th August 2024. Ash joins his brother Mattias who gained his wings earlier this year. Instructors were Graham Paterson and John Jefferson.



John Jefferson

“First task as always is to read the manual to understand how it fits together and is set up;”

## FLEX INNOVATIONS EXTRA 300 G2

In 2013 I bought a ParkZone Visionaire foamie which was designed by renowned aerobatic RC pilot Quique Somenzini. The model came with an early generation three axis gyro receiver to assist with 3D flight, which I took out and replaced with a conventional receiver as I don't fly 3D and prefer to have full control of the model rather than have gyro assistance. Besides, the programming methodology was very convoluted. Over the years I replaced the servos as they eventually failed. I still have the Visionaire and use it regularly; it's a great model notwithstanding its age.

Trawling through our sponsor Modelflight's website recently I spotted a Flex Innovations Extra 300 G2 foamie, designed by the legendary Quique Somenzini. It very closely resembled an evolution of the Visionaire and I ordered one which duly arrived via my friendly courier driver.

First task as always is to read the manual to understand how it fits together and is set up; and to check the parts to make sure nothing is missing. Some years ago I bought an ARF which was missing a wing dihedral brace; a very essential requirement indeed.

Assembly was straightforward but there were a few niggles. As I was attaching the wings I bumped one of the aileron control horns which snapped off. It was only a light bump and shouldn't have snapped the control horn. Luckily I was able to dig into my spares bin and found a replacement which fitted. Next was the elevator halves joiner, which comprised a plastic square tube on one half which fitted inside a slightly larger plastic square tube of the other half. However, as soon as I tested the fitting the two tubes separated resulting in the elevator half that had a control horn working but the other half not. Luckily again in my stockpile of wood I had some square spruce which with a light sanding fitted in the elevator joiner, extending it and making it secure. The niggle that really annoyed me was the spinner. When I tried to fit the supplied spinner I couldn't, it was too long. I had to cut at least 5 mm from the spinner's base so it didn't rub against the cowling when positioned correctly. Finally, the rudder was factory fitted but the top of it did not line up precisely with the top of the fin, off to one side by about 3-4 mm. I didn't want to cut and re-hinge the rudder, and tail wheel connection, so I left it as is and trim it in the air. Besides, I wouldn't be flying it 3D or at high speed.

The Extra was fitted with something new to me, an Aura 8 system. Essentially, Aura is set up using a three way switch on your transmitter which gives three flight modes:

Flight Mode 1: gyro off/low rate/middle expo (cruising/test)

Flight Mode 2: gyro moderate/low rates/low expo (precision aerobatics)

Flight Mode 3: gyro high/high rates/high expo (high rates -or- 3D aerobatics)

You don't program rates or expo through your transmitter; you connect your receiver to the Aura module and Aura does all that for you. If you don't like the settings you can re-program them using a computer.

I tried all three flight modes and decided that I still preferred full control via my settings, so I disconnected the Aura module, connected my 6 channel receiver and set everything to my preference on my transmitter. Déjà vu Visionaire!

Something else that was different on the Extra was the electric motor's up-

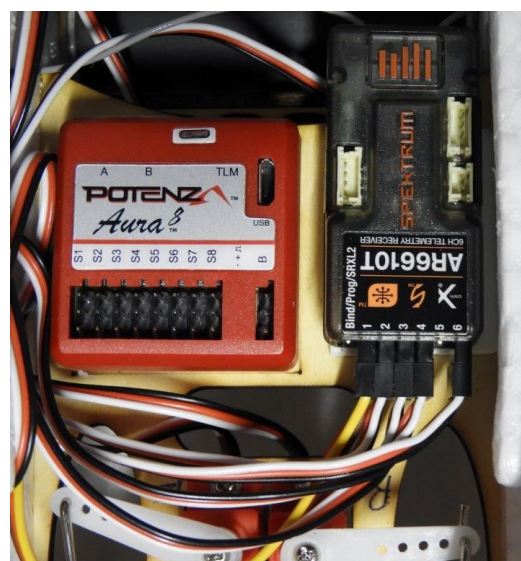
thrust. At first I thought the motor was installed incorrectly but the manual is very specific that the up-thrust is deliberate. The only reason I can see is that the model is optimised for 3D aerobatic flight and perhaps the up-thrust helps with hovering and extreme attitudes. I took the cowling off to see if I could re-align the motor to down thrust; it could be done but the cowling is moulded for up-thrust which would mean extensive surgery. Ah well, I'll put up with it.

The Extra's flying characteristics without the Aura module are similar to the Visionaire, but perhaps a little twitchier in pitch; result of up-thrust?

In summary, there was a quantum leap in the Extra's 3D performance, but because I don't fly 3D, in my mind there's not much difference between the Extra and the Visionaire in non-gyro assisted sport and basic aerobatic flight.



AURA Connected



AURA Disconnected





#### UPCOMING EVENTS

Committee	20th Aug
Social w/guest	6th Sep
Social Mtg	4th Oct
Pylon	6th Oct
Committee	15th Oct
Pylon Final	3rd Nov

**XMAS Lunch & Trophies**  
**Sunday 1st December**

**HOLDFAST MODEL AERO CLUB**  
 P.O. Box 94  
 O'Halloran Hill SA 5158  
 Club Phone: 08 8377 2708  
 Web: [www.holdfastmac.asn.au](http://www.holdfastmac.asn.au)  
 Newsletter Editor  
[Buzz@holdfastmac.asn.au](mailto:Buzz@holdfastmac.asn.au)

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 and Returning Members

The Club extends a warm welcome to the following:

**Daniel Dienes**  
**Sean Hennessy**  
**Shawn Jones (return)**  
**Allan Langer (return)**  
**Neil Oxley**  
**Tobin Porteus**  
**Kim Whitburn (return)**

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

### Shortage of Instructors and Assistants

We are in urgent need of new Instructors. Our once large pool of instructors is diminishing for various reasons.

You can start as a "Club Instructor" and work up to MAAA Instructor

If you would like to help please contact the secretary asap

### Flying Achievements

Name	Award	Instructors
Daniel Dienes 28/07/24	Silver (H)	Ashley West
Shawn Jones 28/07/24	Bronze (P)	John Jefferson
Ashton Kerff 13/08/24	Bronze (P)	J Jefferson, G Paterson



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Bind-N-Fly Basic



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Phoenix Model Classic .40  
Almost-Ready-To-Fly



HobbyZone Duet S 2  
Ready-To-Fly



Prime RC Mini S Cub 450mm  
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