



# HOLDFAST BUZZ

HMAC proudly sponsored by  
**modelflight** RC

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## One-Two-Three – Go!



### Changed LIFT Training Days

Due to the shortage of Instructors, the Committee has decided to remove LIFT Training and Visitors' Come and Try Bookings from the first Sunday of the month. Normal Training is available for the remaining three Sundays every month.

Andy Hollitt (Chief Flying Instructor)

Carlo Espartero is into everything. Here he is about to hand launch his speedy delta winged "ZOHD Alpha Strike". The TX is a "RadioMaster Pocket". Camera is at the ready on his head.

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.



Kirk Winters

“Please put these dates in your diary:

Saturday 3rd May

Sunday 25th May”

## From the President

Happy 2025 to you all, I hope that you had an enjoyable break.

For me, I had a very nice Christmas break with my family and friends from Canberra.

You may have noticed new signage at the club, including the large banner sign behind the shelter shed, the QR code sign at the spectator seating area, replacement signs at the drop off area and one on the entrance gate.

There will also be a new sign to erect at the junction of the car park and the drop off area soon.

The new signage serves several purposes: Firstly it makes our club entrance more easily seen, this is especially important for emergency services. Secondly, the old signs were fading and needed replacing. Thirdly, we are trying to make our club more inviting.

You will be pleased to know that there was no cost to the club, due to a generous donation given for this exact purpose of new signage.

In the next few months the temporary wind sock at the entrance will be made more permanent with a professional hinged pole and bearing assembly. The existing wind sock pole in the pits will be replaced due to corrosion and the height increased a little. This sock is an important tool used for teaching students in the LIFT training programme.

We have noticed an increasing number of general public entering our field to watch what is going on and have a chat. This has resulted in several new students joining our LIFT programme.

Please, when you are at the field and you see people arrive to view our sport, give a few minutes of your time to have a friendly chat. Who knows, you may have helped gain a new member.

On the note of new members, we are currently experiencing a shortage of instructors. Some instructors have been training for quite some time or have taken ill.

The Sunday LIFT training programme has now been trimmed to exclude the first Sunday of the month due to this.

We have several instructors that participate in Pylon racing the first Sunday of the month. Training then pylon racing is very tiring taking up almost the

entire day. Our instructors also need to fly for fun.

Midweek instruction will continue when conditions are suitable for instructor and student. The midweek training looks to be favourable, especially with our retired members.

We need your help by joining the instructor group. Instructing is a very rewarding way to pass on your skills to new students, help students go solo and you also make friendships along the way.

Please see articles from Andy Hollitt in this edition of BUZZ regarding training for your next wings.

### Please put these dates in your diary:

HMAC will be running a BBQ at Bunnings Marion store on **Saturday the 3rd of May 2025**. Volunteers are required to setup, cook, serve, clean, take money and pack up.

The anticipated profits will be very beneficial for our club. More information will become available soon.

HMAC will be hosting a MASA advertised Fun Fly on **Sunday the 25th of May 2025**. Please prepare your aircraft in anticipation and come support and enjoy the day with fellow enthusiasts from various clubs.

A BBQ lunch will be available.

Static and operational displays of engines, transmitters and aircraft spanning the years are requested.

There will be a brief display of Pylon, control line and glider aero tow. Get involved, bring along something unique to show others and prepare to have fun. Please see the official advertisement in this edition of BUZZ.

Taking off is optional, landing is mandatory, gravity always wins.

Kirk.



# ***FUN FLY***

**MAY 25TH 2025**

**STATIC AND OPERATIONAL DISPLAYS**

**FLIGHT SIMULATORS**

**GATES OPEN 9:30 AM**

**FLYING FROM 10:00 AM**

**BBQ Lunch & drinks available, EFTPOS or cash welcome**

- All pilots require a current MAAA membership, minimum of bronze wings and abide by HMAAC rules.
- Please have your paperwork for your heavy models. Sorry, no turbines but ducted fans welcome, 400ft ceiling. Noise limited to 96db.
- Demonstrations of pylon racing, glider aero tow and control line at 11:30 am.
- Static displays, operational engines, old engines and transmitters.

For further information phone:

Kirk Winters 0422797203 Mike Nelson 0417867702

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

**1 LONSDALE ROAD, TROTT PARK, SA**

**CORNER OF MAJORS ROAD AND LONSDALE ROAD**





Looking very elegant in the midday sun is Garry Head's Partenavia P68. Garry, Dave Whitten, Ian Williams and Neil Towns are chin-wagging in the shade.



Ian Williams concentrates on Neil Oxley's glider which Neil converted from an ALDI toy! It flies .



Kirk Winters (L) and John Jefferson (R) congratulate Carlo Espartero on a successful Silver Wings achievement with his Cub. Carlo will be talking on 3D projects at the next Social Meeting on Friday March 7th.



Club Treasurer Stewart Jackson loves mechanical challenges. He is shown here test running his Saito 5 cylinder radial which he converted to electronic ignition.

Stewart is on the sick list at the moment. We wish him a full recovery



## Important Update to the Jan – Feb 2025 BUZZ



Andy Hollitt, Terry Gold and Kirk Winters

Due to an unfortunate oversight by the editor (me) when compiling the latest BUZZ, a significant achievement was missed in the first distribution.

### [Congratulations to Terry Gold for reaching Gold Wings Standard on 10/01/2025!](#)

Terry has been aiming for this high level of model flying using his FMS Olympus for some time this summer.

The day chosen for the flight test was not the best, with the wind at 18-30 kph in gusts, but Terry agreed to give it a go.

CFI Andy Hollitt was more than satisfied with Terry's attitude and control in the conditions and Terry passed the test with flying colours.

Well done Terry and my sincere apologies for missing the report when compiling the Jan-Feb BUZZ - Kingsley 02/02/2025





John Jefferson and Bryan Christie congratulate Ian Briggs on gaining Bronze Wings in January



John Jefferson and Andy Hollitt congratulate experienced flyer Steve Cox on gaining Bronze Wings and joining HMAC in January



John Jefferson and Andy Hollitt congratulate Lachie Gray on gaining Bronze Wings in January just four weeks after joining HMAC. Proud dad Keith is on the left.

Article reprinted with permission from the South Australian Aviation Museum's "Props & Mags" newsletter.

## WW2 AMERICAN ANSONS

Yep, the Yanks operated Ansons too, but the version most widely used by them was not the original Mk I (like our [SA Aviation Museum] EF954) but the somewhat improved Canadian-built Mk II. Powered not by 350 h.p. Cheetah Mk IX but by 330 h.p. Jacobs L-6BM radial engines, this was not your typical Anson with helmeted cowlings and a metal nose cone but one with standard nacelles and rounded cowlings and a slightly different-shaped nose cone made from moulded plastic and plywood. One of the best internal features of the Anson Mk II was that the manual retraction of the undercarriage was done away with, replaced by a hydraulically-operated system. Despite all these changes and the use of Canadian components, though, it was claimed that about 75% of the Canadian model was interchangeable with the original Mk I.

I hasten to add that not only did the Royal Canadian Air Force (RCAF) use the Mk II (and later versions derived from the Mk II) but in addition, 1,528 Mk Is, 223 of which were shipped without engines. Total Canadian production by Federal Aircraft Co. (a number of different subcontractors were involved, the best-known of which was de Havilland Canada) comprised 1,823 Mk IIs, 1,049 of the later improved Mk V plus one Mk VI, a gunnery trainer version of the Mk V which, however, was not put into production.



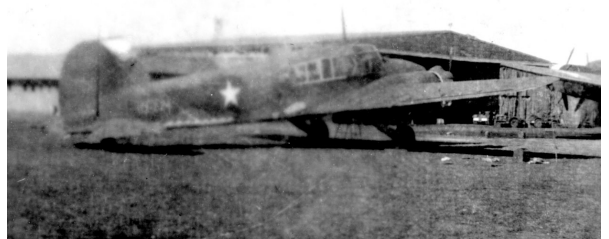
Above Right – AT-20 43-8224 fuselage no. R418 at Fort Sill Oklahoma – source author's collection.

The USAAF obtained 50 Anson Mk IIs from the RCAF and whilst the individual histories of each of these planes is not known to the author it seems likely that all were reserve aircraft that had been held in long-term storage. In USAAF service this batch of 50 planes (USAAF serial numbers 43-8181 to 43-8230) was designated the AT-20 and the Anson name dropped, although it may have still been used unofficially. The first AT-20s in USAAF service were used as bombing trainers at Stockton Field, California, beginning in September 1942, but some were later used for photographic survey work. As with the Anson Mk Is the AT-20s enjoyed a good safety record and only one death in the type is known, a USAAF pilot losing his life in a take-off accident from Will Rogers Field, Oklahoma, on 13 January 1944.



Above Right – Incomplete AT-20 at Fort Sill Oklahoma circa 1944 – source author's collection

In addition to the AT-20s, both the US 5<sup>th</sup> Air Force (in Australia) and 8<sup>th</sup> Air Force (in England) used a handful of borrowed aircraft for communications purposes. In Australia DG914 was loaned by the RAAF to the American Forces from July 1942, thus becoming, apparently, the first Anson flown by our Allies. Due to an accident it suffered in November 1942 it was replaced by DJ224 which remained in USAAF hands until returned to the RAAF in September 1944. How much (or little) usage it saw in American hands is presently not known.



Above Right – RAAF Anson, probably DJ224 in USAAF markings at Archerfield – source author's collection.

Eight RAF Ansons were made available to the 8<sup>th</sup> Air Force in England, but not until 1943 it appears. Research by well-known 8<sup>th</sup> Air Force historian Roger Freeman concluded that two "were involved in accidents and the others returned to the RAF during the spring and summer of 1944".

Main sources used: books - Roger A. Freeman, *The Mighty Eighth War Manual*, London, 1985 and Ray Sturtivant, *The Anson File*, Tonbridge, 1988, and the 1943 USAAF serial numbers listing on website [www.joebaugh.com>usaf\\_serials/usafserials.html](http://www.joebaugh.com/usaf_serials/usafserials.html).

David Vincent

April 2024



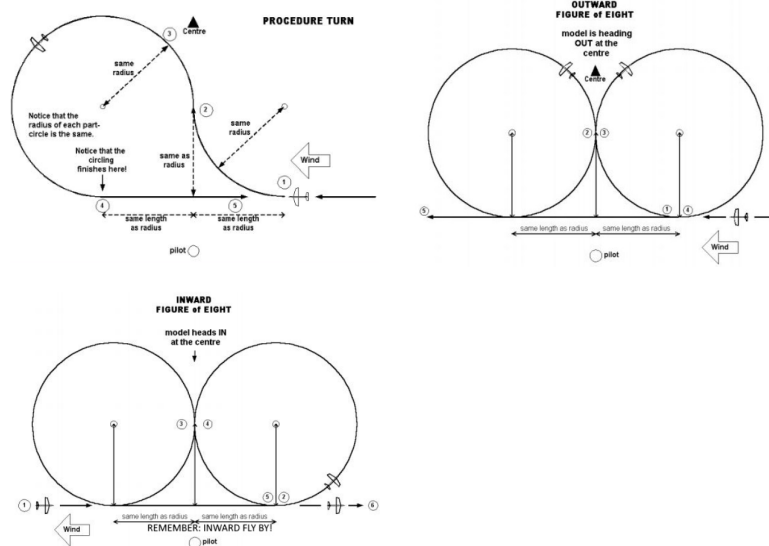


Andy Hollitt

“Gold Wings is a badge of honour and a stepping stone to being an instructor, to help new guys who want to learn to fly model aircraft, just like you did, so long ago.”

## CFI's Corner by Andy Hollitt

You've had Bronze Wings for a while and you're limited to flying a 2Kg plane, is it time to move up to Silver Wings? The Silver Wings manoeuvres are just the same as the Bronze Wings manoeuvres, they're just flown with a bigger model (over 2Kg) and with a little more panache than instructors would expect at Bronze Wings level. Remember these?



“But I've only got Bronze Wings, I can't fly anything over 2Kg, so how can I practice?” Very true. You need to talk with one of the instructors about a suitable model (a high wing trainer is ideal). An instructor will need to see that you are competent to fly that model (approximating the Bronze Wings manoeuvres is fine). You will then be issued with a Restricted Certificate (which is normally valid for 6 months) and you're now free to practice anytime. You can text me on 0499916733 to make arrangements.

When you reckon you're ready, rock up to a Sunday morning training session at around 11:30 and fly the Silver Wings test in front of 2 instructors. Now that you've achieved your Silver Wings you can fly any model up to 7Kg, which covers most planes that guys would fly at HMAAC.

For those of you with Silver Wings, why would you want to go for Gold Wings? The manoeuvres are far more difficult and require a lot of practice. You must fly those manoeuvres with precision in front of 2 instructors, who got their Gold Wings flying with precision in front of 2 instructors. The only advantage is that Gold Wings allows you to fly a model over 7Kg (up to 25Kg but you will need a Heavy Model inspection and Certificate).

The answer is that Gold Wings is a badge of honour and a stepping stone to being an instructor, to help new guys who want to learn to fly model aircraft, just like you did, so long ago.

Andy Hollitt, CFI.

[MAAA Gold Wings Test](#) (CTRL + Left Click)





## UPCOMING EVENTS

### Pylon Racing

Sunday Feb 2nd  
 Sunday March 2nd  
 Sunday April 6th

### Social Meetings

Friday Feb 7th  
 (TBA)  
 Friday March 7th  
 (3D Printing by Carlo)

### HMAC FUN FLY

Sunday May 25th  
 (See Poster)

**HOLDFAST MODEL AERO CLUB**  
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Newcomers to r/c modelling are catered for by setting aside Sunday mornings (except the first Sunday in the month) 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 people:

**Steve Cox**

**Lachie Gray**

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. The Committee has decided to cancel scheduled training on the first Sunday of the month but keep the LIFT system going on the 2nd, 3rd and 4th Sunday monthly. Midweek instruction by arrangement continues.

If you have Silver or Gold Wings you might like to try out as a Club Instructor. Please let CFI Andy Hollitt know.

## Flying Achievements

Name	Award	Instructors
Terry Gold	Gold	Andy Hollitt, Kirk Winters
Carlo Espartero	Silver (P)	John Jefferson, Kirk Winters
Steve Cox	Bronze (P)	John Jefferson, Bryan Christie
Lachie Gray	Bronze (P)	Andy Hollitt, John Jefferson

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The Hangar 9 J-3 Cub 10cc is unsurpassed for classic performance and convenience. This Almost-Ready-To-Fly (ARF) version arrives mostly factory-assembled and ready for you to install a .62 4-stroke glow, 11cc 4-stroke gas, and other similar class engines or an equivalent electric power system and the electronics you prefer. The lightweight, rigid, built-up wood construction makes it easy to transport and beautifully conveys the scale detail while airborne. It all combines to deliver a classic Cub experience that's perfect for a wide range of intermediate to experienced pilots!



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Robbe Limit Pro  
Electric Hotliner  
Plug-N-Play



Seagull Models Boomerang  
V2 .40 Trainer  
Almost-Ready-To-Fly

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