



# HOLDFAST BUZZ

HMAC proudly sponsored by  
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## Inside this issue:

From the President	2
Pylon Results (Oct-Nov)	3
Pylon/Combat results (Full Year)	4
Christmas Party	5
Book Review	6
My Melonoma	7
Model Flight	10

## Winners are Grinners!



### Fire Season

Members are reminded that there will be no model flying permitted at our field on days of extreme fire danger resulting in a TOTAL FIRE BAN declared for the Adelaide Metropolitan Area.

In addition when there is a declared

CATASTROPHIC FIRE RATING the Glenfield National Park will be closed and our gate will be locked.

The lucky winner of the HMAC Annual Raffle was Garry Head (HMAC) pictured here with Secretary Kingsley Neumann. Supplementary prize winners were Carlo Espartero (HMAC) and Belinda D'Ambrosio parent of a junior member from NMAS. The raffle was a sellout success thanks to the generous prizes from Model Flight and hard selling by some HMAC Members at the Buy and Sell and Christmas events.

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.



“Please keep Sunday May 25th 2025 free. Our club will be holding a FunFly along with other activities and displays. All MASA Clubs will be invited.”

## From the President

We have been fortunate to have several of our former instructors and CFI instructors conduct flight training during the week when the weather has been suitable. Many a Sunday morning training has been cancelled due to the weather. If you are training in our LIFT programme, you may be able to get additional training during the week from one of our other volunteers. Please feel free to contact me or our Chief Flying Instructor, Andy Hollitt for further details and to tee up a time that suits both parties and the weather gods.

The annual Buy and Sell Day was held on November 2nd. Our club made good sales of raffle tickets, the breakfast BBQ and a few sales of club stock which netted us around \$900.

Numbers were a little down from last year, possibly due to the forecast hot and windy weather which luckily did not eventuate. Unfortunately Model Flight did not have a table this year. Some participating sellers made good sales and one seller gave us a donation.

HMAC had its own fun-fly on November 9th. We had a good turnout of some 22 people and most also had some fun-flying. The weather was excellent and there was a free BBQ put on for our members. We anticipate doing this again in 2025 and hope to see more faces from our membership.

Come and get together with your fellow HMAC members, chat about old times and new, have a fly.

Our Christmas Luncheon and Trophy Presentation was held at the Brighton Metro Hotel on Sunday 1st December. We enjoyed a self-serve Buffet and we were spoiled by the choices available. Thank you Kathy for organising the new venue.

2024 Trophies were presented to the following people:-

Open Class Pylon - Pete Robertson  
Standard Class Pylon - Bryan Christie

Electric Class Pylon - Trevor Pearce.

WW1 Combat - John Jefferson

Check Page 4 for the points scores

This year the President's Appreciation Award went to Karl Heberle and Greg Peake for their services to the club. Both Karl and Greg do not fly anymore, however they continue to serve as Social

Members and volunteer their own time by mowing the entire field to provide the excellent amenity that we have become accustomed to.

Thank you to everyone who booked and attended, congratulations to all award winners.

The MASA Trophy competition will be back in 2025. If you would like to try your hands at this fun, low stress, warm camaraderie competition, please contact me. The revised event will involve luck more than skill and you do not need an expensive aircraft. Who knows, you may win the task that you chose to fly, plus you will be representing your club and meeting other pilots from different clubs.

Our club has applied to run a Bunnings Sausage Sizzle at the Marion outlet in 2025 at a date TBA. This event could raise several thousands of dollars for our club. Your help will be very much appreciated, and the club will benefit from the proceeds.

Also in 2025 our club will be hosting a Fun-Fly event at our field. There will be various activities and displays. All MASA Clubs will be invited. Stay tuned for updates in the coming BUZZ magazines, MASA calendar and Mailchimp messages.

We will be in touch with members who already have volunteered to present displays of operational and/or static models and motors. There will be a brief flying display by the Pylon group.

We encourage you to participate in the fun-fly activities.

We will be looking for help from the general membership to help run this event from start to finish.

Monthly Pylon racing will be on again next year commencing on the first Sunday in February. If you have an interest in Pylon racing or Combat please come along to one of next year's competition days or better still, ask one of our very own club member participants about how to get started. The team will be very happy to help you. Come along, even just to watch!

**Wings level, flair, touchdown, have fun.**

**Kirk.**



## Pylon Racing Results

### 6th October 2024

#### Open class pylon

Tom Jacobsen (Noarlunga) 99  
 Greg Leigh (Noarlunga) 93  
 Pete Robertson (HMAC) 90  
 Graham Paterson (HMAC) 65

#### Standard class pylon

Bryan Christie (HMAC) 56  
 John Jefferson (HMAC) 38

#### Electric class pylon

Trevor Pearce (Connie) 96  
 Pete Robertson (HMAC) 91  
 Craig Spratt (Connie) 90  
 Greg Leigh (Noarlunga) 87

#### WW I combat

Bryan Christie (HMAC) 1  
 John Jefferson (HMAC) 1

### 3rd November 2024

#### Open class pylon

Greg Leigh (Noarlunga) 85  
 Pete Robertson (HMAC) 62

#### Standard class pylon

Bryan Christie (HMAC) 50  
 John Jefferson (HMAC) 46

#### Electric class pylon

Trevor Pearce (Connie) 98  
 Pete Robertson (HMAC) 94  
 Greg Leigh (Noarlunga) 90  
 Craig Spratt (Connie) 85

#### WW I combat

John Jefferson (HMAC) 6  
 Bryan Christie (HMAC) 1

Here are results for  
 the last two  
 competitions

Preparing for Combat



**Graham Paterson is shown assisting Bryan Christie with his very attractive WW1 Fokker DVII that he used in the Combat competition. This attractive model was built by Max Thomas.**

**2024 HMAC PYLON RACES****OPEN CLASS**

Name	Club	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Total
Pete Robertson	HMAC		99	69	102	104	83			90	62	609
Greg Leigh	Noarlunga		93		90	89	83			93	85	533
Tom Jacobsen	Noarlunga		103		105	27	92			99		426
Graham Paterson	HMAC		86	88	89	23	62			65		413
												0
												0

**STANDARD CLASS**

Name	Club	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Total
Bryan Christie	HMAC			12	55	57				56	50	230
John Jefferson	HMAC			12	64	68				38	46	228
												0
												0

**ELECTRIC CLASS**

Name	Club	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Total
Trevor Pearce	Connie		98	88	93	96	92	90		96	98	751
Craig Spratt	Connie		81	75	85	87	85	80		90	85	668
Greg Leigh	Noarlunga		94		91	91	91	94		87	90	638
Pete Robertson	HMAC			85	92	92	89	94		91	94	637
Dave Whitten	HMAC					72		76				148

**2024 HMAC COMBAT****WW I**

Name	Club	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Total
John Jefferson	HMAC					7				1	6	14
Bryan Christie	HMAC					4				1	1	6
Greg Leigh	Noarlunga					1						1

**WW II**

Name	Club	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Total
												0
												0

Points awarded as follows:

"Kill" - 5 points

Mid air: total wipe out - 3 points

Mid air: able to land - 1 point

Competing on day - 1 point



## HMAC Christmas Party 2024

The Christmas Party was held at the Brighton Metro Hotel this year. The venue was quite good with an extensive dining area featuring a self serve buffet. We reserved a semi-private area in one corner and had 42 persons attending including our supporting participants from Constellation and Noarlunga clubs. The food was good and everyone seemed to enjoy the selections available.

President Kirk Winters presented the Trophies for Pylon and Combat as listed on page 4 and the Appreciation Awards went to our two volunteer tractor drivers Greg Peake and Karl Heberle who were not able to attend the luncheon.

The much anticipated Raffle was drawn. The first prize of a \$500.00 Model Flight Voucher, went to Garry Head and supplementary prizes of \$50.00 vouchers went to Carlo Espartero of HMAC and Belinda D of NMAS. Thanks once again to our generous sponsor Model Flight.

It was great to catch up with fellow members and their partners in a relaxed social atmosphere. It was great to welcome Ron Deam and Paul Heaft (with wife Roz) soldiering on

Thanks go to Kathy Paterson for doing the groundwork in organising the venue.



Kik Winters and Bryan Christie



Trevor Pearce (CMFC) and Kirk



The Overflow area



Carlo wins a prize!



Kirk addressing the gathering



Great to see Paul Heaft (Centre)

## BOOK REVIEW

(Reprinted with permission from the South Australian Aviation Museum's "Props & Mags" newsletter.)

*The CAC Boomerang – Australia's own WWII Fighter*  
 By Don Williams, illustrations by Michael Claringbould  
 Avonmore Books 2024, ISBN 9780975642320  
 SAAM Library call # 104A-5-036



Review by Robin Shaw (Secretary, History Group, South Australian Aviation Museum)

It came as something of a surprise to me that in the 80 years since the Boomerang was part of Australia's war against Japan, this is the first book dedicated to the design and operations of this indigenous type.

Although it is a slim volume, this book provides a complete history of the Boomerang. The first two chapters provide useful background on the strategic leadership of Australia's air war in WW2 and the circumstances that led to the urgent need for a locally manufactured fighter. In terms of leadership, the rather cumbersome structure of various boards and committees is illustrated, and the book points out occasions when various elements of that structure came into conflict.

The proceeding chapters trace out elements of the Boomerang's design, testing, production and operational use. The author has chosen in some places to trace aspects of the story from start to finish of the Boomerang's career, which makes for me a fragmented chronology. However, others including researchers may prefer this approach. One other small but still obvious lapse is at page 57, where joint exercises between 83 Squadron RAAF's Boomerangs and Royal Navy 1843 Squadron Fleet Air Arm are briefly mentioned. The latter is said to have been flying 'Grumman Corsairs'. The Corsair was designed by Chance Vought and built by Chance Vought, Brewster and Goodyear.

Those niggles aside, the author has provided a well-rounded commentary on the emergence of the Boomerang from the original 'Wirraway Interceptor' concept, its design and construction. It is made clear that the Boomerang's performance shortfalls as a fighter, primarily in speed, were well known from the outset of flight operations. Comparison testing with the P-39 and P-40 made this all too evident, as did a scathing review by WCDR Peter Jeffrey, then CO of 2 OTU at Mildura. Jeffrey's report is recorded in detail at page 54.

What I was not previously aware of was that the majority of Boomerang production was aimed at keeping the CAC workforce employed pending the start of production of the abortive CA-4 bomber and later the P-51 Mustang. The book also makes clear that the initial expectations of both the performance and production rate of the Boomerang were significantly overstated. Deliveries only began in earnest in 1943, after the emergency had receded.

Despite its shortcomings as a fighter, the Boomerang is described as being pleasant to fly, manoeuvrable and able to land and take off in short distances.

With P-40s by then available in numbers, the latter qualities allowed the Boomerang to find its true niche in Army cooperation, a role in which it excelled. The exploits of 4 and 5 Squadron pilots in New Guinea and on Bougainville are vividly described, as are the various types of mission flown. Also of interest is the outstanding innovation shown by RAAF ground crews to adapt the Boomerang for missions it had not been designed for. An example was the conversion of a drop tank into what would be today referred to as a camera pod.

The sheer bravery and enthusiasm of the Boomerang pilots in flying at treetop height to locate, photograph and mark Japanese positions while enduring small arms fire is something that should never be forgotten, and this perhaps is the book's most important aspect. That so many paid with their lives is a legacy that has now been recorded for posterity. Their enthusiasm for strafing enemy positions after completing their primary mission has the air of fearlessness to it.

Overall, *The CAC Boomerang* capably fills a gap in the history of Australia's air war that has existed for far too long. I commend it to members as a good read and a useful research tool.

Andy Hollitt has been an active Member of HMAAC for many years and is a keen outdoors person. He has had several brushes with skin cancers and he wants to share his most recent experience.

Andy simply will not spend any time in the sun without protection.

He has cut back on his Instructor duties except for a limited amount of time late in the day. Andy has resumed the function of Chief Flying Instructor (CFI)

We must all review our outdoor activities and always wear protective clothing and use a good sunblock cream.

Andy also advises that we should all be alert to any skin abnormality. Get it checked out!

## My Melanoma - Andy Hollitt

I noticed a small spot on my right calf. I thought maybe a blood blister, a mole or a freckle or something. I was suspicious and kept an eye on it. If it grew I'd go see my skin cancer guy. It didn't seem to grow bigger, but after 4 weeks or so, I decided to go anyhow. He wasn't worried, but he cut out Mr Freckle and sent it for biopsy. A few days later he rang me - I'm sorry, it's a Melanoma. I've booked you to see a surgeon tomorrow. While I was watching, It hadn't grown wider, it had grown down.

The nasty thing about a Melanoma is that they shed cancerous cells, which travel through the lymphatic (or blood) systems, lodge somewhere and grow in to a tumour. Had Mr Freckle spread? The first place cancer cells spread is to the nearest lymph node. In my case the calf drains to a lymph node somewhere in my groin, but which one?

I'm lying very still in a multi million dollar machine. A doctor has injected radioactive dye in to the area where my Melanoma used to be. Over the next 30 minutes a camera follows the fluid as it travels to the lymph node in my groin. Ah! X marks the spot, with a Texta! The lymph node is now radioactive and later that day, the surgeon will use a Geiger counter to target and remove the affected lymph node for biopsy. If the biopsy finds cancer cells, it becomes a class 3 Melanoma. Just to catch any stray cancer cells, the flesh on my calf, 1cm right around where my Melanoma used to be, is removed and is also sent for biopsy. Oh good, a hole in my leg! Could be worse though, a larger Melanoma requires a larger margin.

If cancer cells are found in the Lymph Node, the surgeon will then test to find out if they have travelled elsewhere. A full body PET scan is used to find any tumours in the body and they are targeted and treated. It would then be a stage 4 Melanoma.

The 5 year survival rate in Australia following treatment for Melanoma is:

Stage 1 (skin surface): 99% (good odds).

Stage 2 (has grown down through the skin): 73%.

Stage 3 (just got as far as the Sentinel lymph node): 61%.

Stage 4 (spread past the lymph node to lodge elsewhere in the body): 26% (bad odds).

Fortunately, Mr Freckle didn't get as far as stage 3, but he could be back and to guard against that, I'll be checking carefully and continuing skin cancer checks. I now live my outdoor life around the SunSmart App on my phone, which tells me the UV levels.

If you see anything suspicious, get it checked, immediately. Don't wait. If it's on the surface of the skin, the treatment is easy. If it has grown down through the skin, it can be lethal. I felt silly presenting with a tiny Freckle on my calf, it had only been there for a month and hadn't grown in that time, but I've been stunned at how quickly my Melanoma progressed. Fortunately, Melanoma of the skin is not that common (lucky me!),

"CTRL+Click" on this link for more information on melanoma:

[Any Questions?](#)

See Andy's pictures on next page →



## My Melanoma (cont)

*Andy supplied a number of photos with this article. These show the story and what to watch out for. The Club is considering the purchase of a new range of shirts and caps, including approved sun protection headware. — KAN editor*



### MY TIME FRAME History

8/8: Regular skin check, all good.

11/9 (approx): I noticed Mr Freckle.

16/10: Mr Freckle removed for biopsy.

21/10: You have a Melanoma. See a surgeon tomorrow.

22/10: Surgeon interview.

5/11: Surgery.

12/11: All clear, healing well, no further treatment. Regular skin checks.

**Andy Hollitt 12/11/2024**





**UPCOMING EVENTS**

The Field is open for use by Members over the Christmas - New Year period.

NO LIFT Training scheduled for 29/12/24

**HOLDFAST MODEL AERO CLUB**  
 P.O. Box 94  
 O'Halloran Hill SA 5158  
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 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 Members**

No new Members this month.

**Flight Training**

We will continue our regular Sunday Training through the Christmas/New Year period except for Sunday 29/12. Individuals may be able to arrange midweek instruction to accelerate the learning process. Please ask your instructor if he is interested.

**Flying Achievements**

Name	Award	Instructors
Santa Claus	Gold Wings	A. Nonymous and B. Nonymous



**Happy Christmas To All!**

**modelflight RC**



**NEW**

**E-flite**

**P-51D MUSTANG  
1.0M RC WARBIIRD**

The E-flite P-51D Mustang 1.0m is the perfect choice for pilots looking for the 'next step' after a trainer or an entry into warbird flying. It's a lower cost and simpler alternative to the more standard 1.2m versions and great for more experienced pilots looking for hassle-free sport flying!



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