



HOLDFAST BUZZ

HMAC proudly sponsored by
modelflight RC

Inside this issue:

From the President	2
2025-2026 Fees	3
Flying the Valkyrie	4
Mike Mildren 90th	6
Vale John Lomas	8
Pylon Results	9
CFI	10
Around the Field	11
Achievements	12
Model Flight	13

Pure Elegance!



The Sebart Prometheus 50E of course! The proud owner of this beauty is Instructor Johann Van Wijk. Johann has been with us for a number of years and he has a fascinating collection of flying machines. He is from South Africa and is involved in the mining industry. He flies Mode 2 and is very happy to give hints and tips on that subject. Johann also instructs on Mode 1.

IMPORTANT DATES

June 30th

**LAST DAY FOR
RENEWALS
financial year
2025-2026**

August 1st

**ANNUAL
GENERAL
MEETING**

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.



Kirk Winters

From the President

Rain, rain, rain, we are desperate for rain. Our club is so dependant on natural rain of significance so we do not have to irrigate so much. The cost of water has risen year on year and our budgeted amounts rely on historical water usage and natural rainfall. Unfortunately, Adelaide has not received much rain at all with only a small amount last week.

Our water usage has been estimated by SA Water for a considerable period of time due to the meter reader not having access to the meter or just couldn't find the meter. The Majors Road Project has not helped with this as contractors are using the land to our north and there were times, I'm sure, that made access difficult or impossible due to site closures and safety concerns.

Your committee will gain more facts, science and math to present to you all in the near future regarding the very high cost of irrigation and having a green, less cracked flight line and strip.

Please be reminded about midweek instruction. If you are looking to sit for your next MAAA wings achievement, you can get valuable information and instruction during the week as well as Sunday morning training.

Please contact Andy Hollitt, Ian Williams or Kim Whitburn.

I'm sure Ian would not mind me mentioning that he is a very regular active flyer and usually attends our club mid-morning to around midday on most good weather days.

Watch your step when walking across our field as those nasty cracks are wide and deep in many areas.

The Fund raising BBQ held at Bunnings Marion store on Saturday the 3rd of May 2025 (election day) turned out to be a major financial success. Our club netted around 2K profit. We sold around 65 Kilos of sausages.

I thank all the volunteers who attended to make this such a success and quite frankly, a fun day was had

by all. The day also served to unite us and get to know each other better. This fund-raising event showed what can be done when we get a very good turnout of volunteers and not leave it to the small core group.

A special mention to Stewart, Mike, Audry and my wife Marina for their personal efforts, not just on the day, but in the organising, planning, purchasing and whole day efforts.

Unfortunately, our Fun Fly for Sunday the 25th of May 2025 had to be cancelled due to the dire weather predictions.

As we now know, it was not as bad as forecasted, however it was still too windy. We would have had to purchase considerable food items and if we did not have a good show up of club members and visitors, we would have lost money.

Nevertheless, the event will still go on, just at a different time of year, very hopefully later this year.

Stay tuned for a date to be advised and your active participation is appreciated.



MASA Trophy Rounds for 2025

This hotly contested Competition is underway again. We gained second place in the state two years ago and intend to do better this year. All members are invited to attend and enjoy the activities.

The second round of the MASA Trophy will be hosted by South Coast Club near Milang on Sunday the 1st of June 2025. We are represented on this occasion by John Jefferson and myself.

I ask for your support at the third round which will be held at our field

PTO

on Sunday the 13th July. Please support our club and enter the event or just come and buy a sausage from our BBQ fund raiser on the day. The standard of flying is suitable for most Club flyers but it pays to practice the tasks.

The following Round is scheduled for Sunday the 21st September at the Strathalbyn Club.

You can join us for any or all of the rounds. Please contact me for further information or to put your name on the team nomination form.

Stop Press: Kirk and John did well in the South Coast competition, placing second on the day. The competition is close with not many points separating the teams. It looks like the HMAc event on July 13th will be very interesting!

Our Club Image

Please, when you are at the field and you see people arrive to view our activities, give a few minutes of your time to have a friendly chat. Promote the Club and in particular, our LIFT program for learners. It is a great program and we could do with a few more Members.

Confucius said: "Wheresoever you go, go with all your heart"

Regards,

Kirk.



Membership Fees for 2025-26 (Advance notice for information only)

	Senior	Pensioner	Junior	Social
MASA Fee	\$10.00	\$10.00	\$1.00	N/A
MAAA Fee	\$80.00	\$80.00	\$15.00	N/A
Sub-total	\$90.00	\$90.00	\$16.00	\$0.00
HMAc Fee	\$250.00	\$215.00	\$50.00	\$25.00
Total	\$340.00	\$305.00	\$66.00	\$25.00

Current members must pay the above fees no later than June 30, 2025, to maintain insurance cover, otherwise you are not permitted to fly at the HMAc field until the fees are paid.

As per the 2025-26 HMAc Approved Budget, there are increases in some HMAc fees. However, this is more than offset by reductions in MAAA and MASA fees. MASA Junior Fees have been reduced even further on a national level to encourage participation by Juniors.

Existing HMAc Members will receive individual invoices in the next week or so, confirming the amounts due.

Kingsley Neumann

Secretary 4 June 2025

*Open source information – as published in the
South Australian Aviation Museum newsletter supplied by courtesy of John Jefferson.*

The Thrill of Flying the SR-71 Blackbird (part 1)

In April 1986, following an attack on American soldiers in a Berlin disco, President Reagan ordered the bombing of Muammar Qaddafi's terrorist camps in Libya. My duty was to fly over Libya and take photos recording the damage our F-111's had inflicted. Qaddafi had established a 'line of death,' a territorial marking across the Gulf of Sidra, swearing to shoot down any intruder that crossed the boundary. On the morning of April 15, I rocketed past the line at 2,125 mph.

I was piloting the SR-71 spy plane, the world's fastest jet, accompanied by Maj Walter Watson, the aircraft's reconnaissance systems officer (RSO). We had crossed into Libya and were approaching our final turn over the bleak desert landscape when Walter informed me that he was receiving missile launch signals. I quickly increased our speed, calculating the time it would take for the weapons-most likely SA-2 and SA-4 surface-to-air missiles capable of Mach 5 - to reach our altitude. I estimated that we could beat the rocket-powered missiles to the turn and stayed our course, betting our lives on the plane's performance.

After several agonizingly long seconds, we made the turn and blasted toward the Mediterranean 'You might want to pull it back,' Walter suggested. It was then that I noticed I still had the throttles full forward. The plane was flying a mile every 1.6 seconds, well above our Mach 3.2 limit. It was the fastest we would ever fly. I pulled the throttles to idle just south of Sicily, but we still overran the refuelling tanker awaiting us over Gibraltar.

Scores of significant aircraft have been produced in the 100 years of flight, following the achievements of the Wright brothers, which we celebrate in December. Aircraft such as the Boeing 707, the F-86 Sabre Jet, and the P-51 Mustang are among the important machines that have flown our skies. But the SR-71, also known as the Blackbird, stands alone as a significant contributor to Cold War victory and as the fastest plane ever-and only 93 Air Force pilots ever steered the 'sled,' as we called our aircraft.

As inconceivable as it may sound, I once discarded the plane - literally. My first encounter with the SR-71 came when I was 10 years old in the form of moulded black plastic in a Revell kit. Cementing together the long fuselage parts proved tricky, and my finished product looked less than menacing. Glue, oozing from the seams, discoloured the black plastic. It seemed ungainly alongside the fighter planes in my collection, and I threw it away.

Twenty-nine years later, I stood awe-struck in a Beale Air Force Base hangar, staring at the very real SR-71 before me. I had applied to fly the world's fastest jet and was receiving my first walk-around of our nation's most prestigious aircraft. In my previous 13 years as an Air Force fighter pilot, I had never seen an aircraft with such presence. At 107 feet long, it appeared big, but far from ungainly.

Ironically, the plane was dripping, much like the misshapen model had assembled in my youth. Fuel was seeping through the joints, raining down on the hangar floor. At Mach 3, the plane would expand several inches because of the severe temperature, which could heat the leading edge of the wing to 1,100 degrees. To prevent cracking, expansion joints had been built into the plane. Sealant resembling rubber glue covered the seams, but when the plane was subsonic, fuel would leak through the joints.

The SR-71 was the brainchild of Kelly Johnson, the famed Lockheed designer who created the P-38, the F-104 Starfighter, and the U-2. After the Soviets shot down Gary Powers' U-2 in 1960, Johnson began to develop an aircraft that would fly three miles higher and five times faster than the spy plane-and still be capable of photographing your license plate. However, flying at 2,000 mph would create intense heat on the aircraft's skin. Lockheed engineers used a titanium alloy to construct more than 90 percent of the SR-71, creating special tools and manufacturing procedures to hand-build each of the 40 planes. Special heat-resistant fuel, oil, and hydraulic fluids that would function at 85,000 feet and higher also had to be developed.

SR 71 (continued)

In 1962, the first Blackbird successfully flew, and in 1966, the same year I graduated from high school, the Air Force began flying operational SR-71 missions. I came to the program in 1983 with a sterling record and a recommendation from my commander, completing the weeklong interview and meeting Walter, my partner for the next four years. He would ride four feet behind me, working all the cameras, radios, and electronic jamming equipment. I joked that if we were ever captured, he was the spy and I was just the driver. He told me to keep the pointy end forward.

We trained for a year, flying out of Beale AFB in California, Kadena Airbase in Okinawa, and RAF Mildenhall in England. On a typical training mission, we would take off near Sacramento, refuel over Nevada, accelerate into Montana, obtain high Mach over Colorado, turn right over New Mexico, speed across the Los Angeles Basin, run up the West Coast, turn right at Seattle, then return to Beale. Total flight time: two hours and 40 minutes.

One day, high above Arizona, we were monitoring the radio traffic of all the mortal airplanes below us. First, a Cessna pilot asked the air traffic controllers to check his ground speed. 'Ninety knots,' ATC replied. A twin Bonanza soon made the same request. 'One-twenty on the ground,' was the reply. To our surprise, a navy F-18 came over the radio with a ground speed check. I knew exactly what he was doing. Of course, he had a ground speed indicator in his cockpit, but he wanted to let all the bug-smashers in the valley know what real speed was. 'Dusty 52, we show you at 620 on the ground' ATC responded. The situation was too ripe. I heard the click of Walter's mike button in the rear seat. In his most innocent voice, Walter startled the controller by asking for a ground speed check from 81,000 feet, clearly above controlled airspace. In a cool, professional voice, the controller replied, 'Aspen 20, I show you at 1,982 knots on the ground'. We did not hear another transmission on that frequency all the way to the coast.



Mike Mildren – 90 Years Up

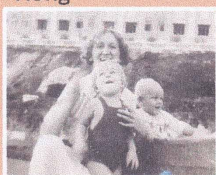
Born in Hong Kong



Here, 2 months old in March 1935 at the Repulse Bay Hotel on the south side of Hong Kong Island. His mother moved him to Seacliff SA with his sister Mary Lou in late 1935.

Grew up in Seacliff

On the beach in front of the Seacliff rotunda in 1940 with mother and sister.



Attended McLaren Vale and Brighton Primary Schools, and Unley High.



Electronic Engineering at Adelaide Univ. 1953-7

Here in the university engineering labs in 1956. By his own admission, he was not the most enthusiastic student - he wasted a lot of his time on home projects, failed a coupled exams and only scraped through.

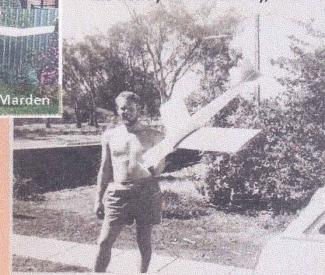


Army Service (1953) - During his degree, he completed 3-6 months national service, stationed at the Woodside Barracks Army Base.

Aeromodeller



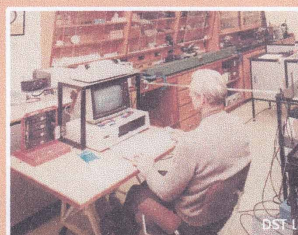
The front yard at Salisbury, ca 1973



Built tens of model radio and control-line planes. Honorary Life Member of national (MAAA), state (MASA) and local clubs (HMAC).

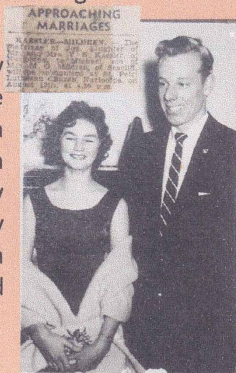
Career at WRE (DST)

Worked at the Weapons Research Establishment (now Defence Science Technology Group) from about 1958. He worked on projects such as submarine detection, radar, infrared imagers and laser depth sounders. He retired at age 55 to concentrate on personal projects such as house building.



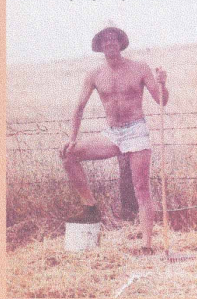
Family Man

Met Joy Kaesler at university (1957-8), and they dated while there and, later, when both worked at WRE. They married in Aug 1961 and built the family home in Beltana St. Salisbury where they raised 3 children Greg (1963), Alison (1964) and Richard (1968).

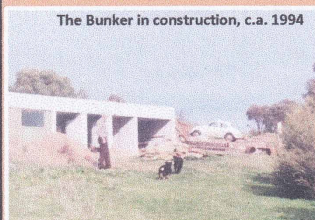


Hobby builder

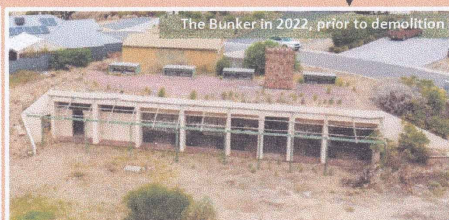
Hillbank property, Dec 1981



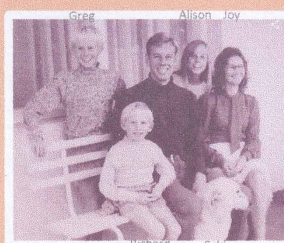
An innovator in housing design and construction, with a passion for the energy efficiencies obtained by earth covering. His biggest project was "The Bunker" - an earth sheltered house built in Greenwith during the early 90s. Surviving until 2023 at 1 Perkins Ct, it was not well used unfortunately and perhaps a little too far ahead of its time.



The Bunker in construction, c.a. 1994



The Bunker in 2022, prior to demolition

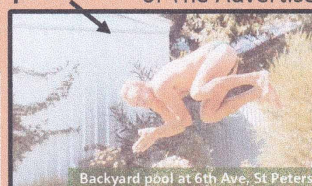


1974, Nuriootpa



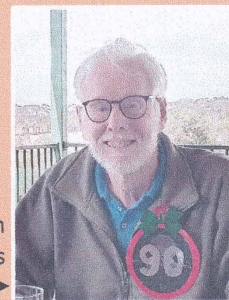
2024, Tungkillo

Adapted wall concrete spraying from pools to housing.



Backyard pool at 6th Ave, St Peters

His 90th celebration on 27.12.2024, at his eldest's farm in Tungkillo.



The Birdman Rally 1976



Theory of flight gets a shaking

Mr. M. Mildren, of Salisbury, heats for the sea during his flying attempt!

Designed, built and flew a glider in the Rally, a distance contest from the Glenelg jetty. Despite its promising design and looks, it reached only 13 m, well short of the 50 m target. The photo above featured on the front page of The Advertiser.

Mike Mildren's story in pictures was compiled by his family for his 90th Birthday celebration last year. He is doing well and keeping everyone on their toes at a facility in Hahndorf. Mike is a Life Member of HMCA, MASA and MAAA.

Mike Mildren enjoyed a visit to the Club's Monday Morning Coffee Club recently. His son Greg brought him down from Hahndorf with a collection of historic bits and pieces which were gratefully received. Mike is looking good but did not want to head out with his poison cart!

"Someone else can do that now!" he said.

Thanks for all your work over the years, Mike.



Young Sam White, who recently gained his Bronze Wings appeared at the field with this very smart Maule. He handles it very well and is a dedicated flyer already, at the age of 13.

Well done Sam, keep it going!

Steve Follows has been a HMAAC Member for many years and will be seen more often now that he has eased off from working in the rural industry,

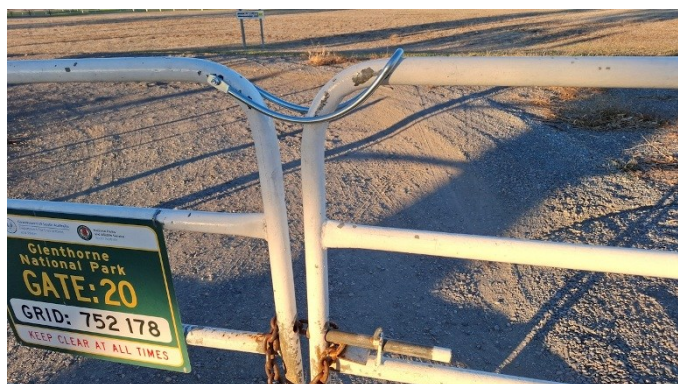


Vale John Lomas

It is with regret that we note the passing of long term HMAc Member John Lomas in May 2025. John was a regular flyer over many years. He flew all types of models, starting out designing and building control line types in his early days in UK. Later graduating onto RC in Australia. However his favourite aircraft was the Supermarine Spitfire. John's son Ian also became an avid aeromodeller and joined HMAc and then Ian's son Xavier joined us as and qualified not that long ago.

It is possible that a memorial service will be held at the HMAc Field in the near future. It would be fitting if any Member has a Spitfire and could fly it on the day as a tribute to Ian. Please let the secretary know if you can help.

Kingsley 0427973902



New Gate Latch

The exceptionally dry season has caused problems with the alignment of our twin gates. It became difficult to move the sliding bolt between the gates when locking and unlocking. One gate was scraping hard down on the central concrete block. The gates have now been adjusted and a different drop down retainer installed on the top rail. Please take care to drop the large retainer into position and still use the padlocks in the usual manner with a tight chain. Take care on windy days that one side does not swing onto your vehicle. Thank you to the maintenance team for this rural solution.

Thanks to the ongoing dedicated commitment to Pylon racing, this group thrives—despite the weather

Pylon Racing Results

6th April 2025

Open class

Pete Robertson (HMAC)	90
Graham Paterson (HMAC)	87
Tom Jacobsen (Noarlunga)	21

Standard class

Bryan Christie (HMAC)	63
John Jefferson (HMAC)	51

Electric class

Trevor Pearce (Connie)	97
Pete Robertson (HMAC)	92
Craig Spratt (Connie)	85

No combat missions flown.

4 May 2025

No Racing due to adverse

Weather



1 June 2025

Open class

Tom Jacobsen (Noarlunga)	94
Greg Leigh (Noarlunga)	92

Standard class

Bryan Christie (HMAC)	75
-----------------------	----

Electric class

Greg Leigh (Noarlunga)	96
Trevor Pearce (Connie)	94
Craig Spratt (Connie)	87

No combat missions flown

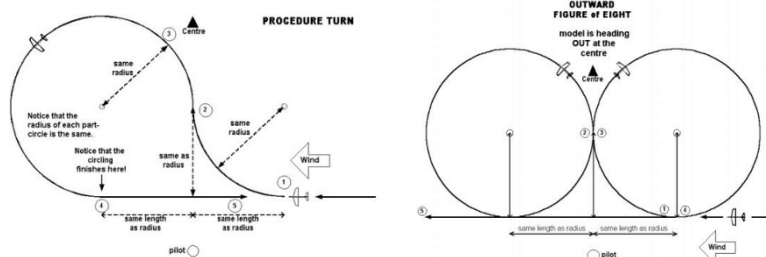




Andy Hollitt

SILVER WINGS

You've had Bronze Wings for a while which limits you to flying a 2Kg plane. Is it time to move up to Silver Wings? The Silver Wings manoeuvres are just the same as you flew to get your Bronze Wings, they're just flown with a model over 2Kg and with more panache than instructors expect at Bronze Wings level. You just have to fly a circuit, back to back Procedure Turns and an Outward Figure 8.



"But I've only got Bronze Wings, so I can't fly anything over 2Kg. 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 you fly that model, then you'll be issued with a Restricted Certificate (normally valid for 6 months).

If you feel a bit nervous about flying a larger model, you can fly a 4Kg Boomerang 60 on a buddy box with me (Mode 1 or Mode 2).

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

You can text me on 0499916733 to make arrangements, Andy

MY PLANE JUST DISAPEARED!

This can be a wonderful time of year for flying, with clear days and sunny skies. But that sun is lower in the sky, and sun glare can be a real problem. If your model passes in front of the sun, you may well be temporarily blinded, and by the time you get your vision back, it's all over and your model has crashed. Before taking off, note the position of the sun, so you can avoid flying in front of it. This may mean a modified circuit for landing. We've just had an instructor lose a very nice Sebart due to sun glare at around mid day. We ask you guys to report incidents and accidents, so we can try to improve safety by notifying everyone of problems like this.

It's timely to also warn of fog. You're flying on a calm, overcast Winter's day with low cloud. That's OK, it's just a bit of wispy stuff; then your plane vanishes. Cut the power, full back stick and full rudder and aileron to enter a spin, (or at least a spiral dive) to come down nearby, rather than hitting the road. If you're real lucky, you may recover when the plane pops out of the cloud, before the ground gets in the way. What's the difference between cloud and fog? You can walk under cloud :)

Around the Field



That man Carlo – He's everywhere! He's everywhere! He has done a GREAT job with the Super Connie and it flies very well. The three engine item - Is it a bird, a plane or a drone? And the FPV pusher? Could be a work in progress.....



Pete Robertson, enjoying some sunshine with a serious 3D model. It looks great and Pete can really put it through its paces





UPCOMING EVENTS

Pylon Racing

6th July

3rd August

General Meetings

6th June (Social)

4th July (Social)

1st August AGM

HOLDFAST MODEL AERO CLUB

P.O. Box 94

O'Halloran Hill SA 5158

Club Phone: 08 8377 2708

Web: www.holdfastmac.asn.au

Newsletter Editor

Buzz@holdfastmac.asn.au

Newcomers to r/c modelling are catered for by setting aside Sunday mornings (except the 1st Sunday of 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:

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

Glen Williams

Lenox Rogister

Flying Training reminder: Due to a shortage of Instructors, we have had to reduce the rostered Instructor Days. The first Sunday of the month is now available for Pylon practice and some General Flying. Instructors will only be rostered for the remaining Sundays subject to occasional Special Events. The good news is that we have a couple of new Instructors coming soon. Always check the website for the latest weather update. We will cancel instruction if it is too windy, wet or excessively hot.

Flying Achievements

Name	Award	Instructors
Sean Hennessy	Bronze (P)	John Jefferson, Ian Williams
Glen Williams	Bronze (P)	Ian Williams, John Jefferson

The Holdfast BUZZ

I have been the editor of BUZZ at various times over the last 30 years . I am having difficulty in finding time to do the job for much longer due to family care requirements and the fact that I am also the Club Secretary. I believe that it is time to call for a new editor. You will need basic computer skills but I will find time to show you the ropes. Is there somebody out there who would be willing to give it a go?

Please let me know via email or phone. Kingsley

E-flite

Sportix 1.1m RC Plane

Bind-N-Fly Basic



The E-flite Sportix 1.1m is a sporty, high-performance RC plane that's perfect as a "next step" after a trainer. Designed with modern convenience in mind, it features hands-free servo connections, a two-piece horizontal stabiliser, and tool-free assembly. Factory-installed LED navigation lights add to its realism, while digital metal-gear servos ensure precise control. Power comes from a Spektrum outrunner motor paired with an Avian 45A Smart Lite ESC, supporting 3S and 4S 2200-3200mAh batteries for flexible performance. Plus, it includes a Spektrum AR631+ receiver with AS3X+ and optional SAFE Select for added stability. Whether at a sports field or RC flying club, the Sportix 1.1m is the perfect companion for pilots ready to push their limits!



Mutiplex
Partenavia P68
Receiver Ready



Flex Innovations
Extra 300 60E Pro
Plug-N-Play



SALE

15% OFF
Jeti Model REX Assist
Aircraft Receivers

SHOP NOW
www.modelflight.com.au

CALL
08-8186-4250

VISIT US
130 Goodwood Rd, Goodwood

E-flite logo is a registered trademark of Horizon Hobby, LLC. All other trademarks, service marks and logos are property of their respective owners. Actual product may vary slightly from photos shown.
© 2025 Modelflight.

**BEST
BRANDS
IN RC**

modelflight RC