



Volume 16 Issue 4
July-August 2025

HOLDFAST BUZZ

Holdfast Model Aero Club Inc

modelflight RC

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*BAe Hawk T1 as flown by the RAF Red Arrows aerobatic team.
Ducted fan models owned by members
Carlo Espartero (top) and Steve Follows (bottom).*



Photo by Kingsley Neumann

Got a story or photo to share?
Send it to the editor at
buzz@holdfastmac.asn.au



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.



**Retiring Club
President
Kirk Winters**

From the President - July 2025

Finally, rain, and lots of it too (as I write this). We are at the mercy of the elements to do what we love best – fly our remote-controlled aircraft. No complaints here though about the nice amount of rain and hoping for more to come. This will put our field in good stead for spring and the growing season of our turf.

Due to the rain and cooler weather, the irrigation system has been turned off for quite some time now and we are not spending money on water. Due to the excellent work of Stewart Jackson, our treasurer, we have learnt a fair bit on what irrigating our field costs. There have also been important email updates so the committee, no matter who is at the helm at the time, receives the SA Water bills and communications.

This is my last report as president for now, as I will not be nominating for the next term due to work and family commitments. I thank you for having the privilege to serve as president of our fine club for this last term and look forward to continuing to serve, just not as president at this time. I will still be on the committee and always available for a chat or to hear any constructive ideas that you may have and of course enjoy flying with you all.

No doubt that if you have been to our wonderful club recently you would have seen new signage, first aid kit and AED (Automated External Defibrillator) inside the shelter shed. The first aid kit and AED are neatly and cleanly housed in a box designed for this purpose within our field shelter shed. All this has been donated.

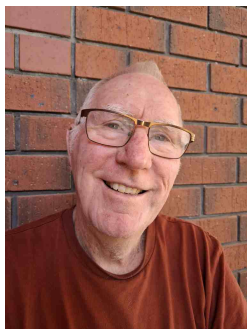
We have another AED inside the old club canteen or rat nest as I like to describe it. The AED is a portable electronic device used to help people experiencing sudden cardiac arrest. An AED analyses the heart's rhythm and, if necessary, delivers an electrical shock to restore a normal heart rhythm. I suggest that you familiarise yourself with the locations, learn how to use the AED in an emergency as every second counts. The machine is automated and talks to you and gives critical information about the patient. Have you got a key to access the clubhouse and canteen?

As far as instruction, learning to fly or are looking to sit for your next wings achievement, you can get valuable information and instruction during the week as well as Sunday morning training. We are very fortunate to have gained a few more instructors and I believe we may have a few more in the wings to become instructors in the near future. Thank you to those that have taken up this rewarding teaching aspect of our sport and sharing your time and experience with students and club members. If mid-week tuition suits you, you can always contact CFI Andy Hollitt, Ian Williams or Kim Whitburn to make arrangements.

HMAC is holding another Bunnings BBQ fundraiser on Saturday 29th November 2025 - Volunteers are required. Help your club raise necessary funds and have a lot of fun doing so. Many hands make light work, especially during the busy periods throughout the day.

Confucius quote: "Better a diamond with a flaw than a pebble without".

Happy Flying.
Regards
Kirk



**Incoming Club
President
Andy Hollitt**

From the President - August 2025

I'd like to thank Kirk & Mike for all the work they've done in the last year. I'd also like to thank Kingsley for all the work he does as secretary for the club. Also Stewart for doing the books and all of the volunteers who make HMAc run.

Kingsley rang me a month ago. Kirk is resigning as president. Would I do it? 'No' came to mind, but I said I'd think about it. We need a President and if I didn't do it, who would? I decided it would be possible, if I structured the club into teams, like I did in my job (managing technical services for a large part of Flinders University). As CFI, I already manage the Instructor Team this way.

I'd like to structure HMAc with: A Management Team, an Instructor Team, a Tractor Team, a Grounds Team, a Bunnings BBQ Team, a XMAS Function Team, etc. I really believe that people work best in a team with a common goal. It's easy to implement, people are already volunteering in these areas. It's easy for me to manage, as the teams will do their thing. I'm Hands Off.

TEAMS

MANAGEMENT TEAM: Executive supported by the Committee. Takes money, pays the bills, deals with correspondence, runs the club.

President: Andy Hollitt. Vice President: Kirk Winters. Secretary: Kingsley Neumann. Treasurer: Stewart Jackson.

Committee: John Jefferson, Mike Nelson, Bryan Christie, Carlo Espartero, Ian Briggs.

INSTRUCTOR TEAM: Trains & Tests students to MAAA Bronze, Silver and Gold Wings standard. Trains Instructors. Ensures safe operation at HMAc. Sunday Instructors communicate via HMAc Gmail account. Maintains the HMAc fleet.

The CFI manages the team, trains Instructors, performs Wings tests, makes policy: Andy Hollitt.

Sunday Morning Instructors: Arrange to instruct on Sunday mornings and perform Wings tests:

John Jefferson, Kingsley Neumann, Ian Williams, Johann Van Wijk, Bryan Christie, Terry Gold.

Other Instructors: Dave Whitten, Kim Whitburn, Ashley West, Graham Paterson, Pete Robertson.

Inactive Instructors: Phil Norwood, Allan Ayles.

Aircraft Maintenance: Dave Whitten.

TRACTOR TEAM: Maintains the Tractor & Ride On Mower. Safe Operating Procedures. Trains and maintains a list of authorised drivers. Mows the field according to policy. Whipper Snippers around the arming tables.

Maintenance: Mike Schneider, Allan Ayles, Mike Nelson, Greg Peake.

Drivers: Greg Peake, Karl Heberle, Mike Nelson.

Backup Drivers: Stewart Jackson, Dave Whitten.

GROUND TEAM: Maintains and operates the in ground watering system, including water distribution. Checks the water meter regularly to gauge water usage and leaks. Eliminates Scotch Thistles. Fills cracks in the field.

Watering System: Bryan Christie, Andy Hollitt, Kirk Winters.

Scotch Thistles: Andy Hollitt.

*Crack Team: Meets first Sunday of the month at 9:30AM to fill cracks in the field. TBA.

BUILDING MAINTENANCE TEAM: Maintains infrastructure (light work only). Supervise contractors. Kirk Winters, Mike Nelson, Bryan Christie.

HMAc REPRESENTATIVE: Attends MASA meetings on behalf of the Club. Kingsley Neumann, Kirk Winters.

BUNNINGS BBQ TEAM: Liaise with Bunnings. Purchase Bread, Snags, Onions, Sauce, Drinks. Lead: Ian Briggs.

Money: Stewart Jackson.

Purchasing: Kirk Winters & Team.

WEB PAGE & WEBCAM TEAM: Maintains the HMAc Internet pages. Maintains the Webcam. Web Page & Camera: Steve Davies, Carlo Espartero (backup).

TEAMS continued

BUZZ TEAM: The club magazine keeps members informed.

Editor: John Jefferson.

Content: Andy Hollitt, Kirk Winters, everyone. Take pictures with our phones and send to John.

CLUB EVENTS: Fun flies, Monday Morning Social Group. Friday night get togethers, Car Boot Sale.

SPECIAL INTEREST GROUPS: Indoor Flying, Float Planes, FPV, Pylon Racing, Combat, Slope Soaring, 3D Printed Aircraft, Off Road Racing, Tonsley Drift.

2024-25 CFI report presented at the AGM

I resigned as CFI at the end of 2021 due to problems with skin cancer. I was lucky to get a melanoma excised before it went to stage 3 and I encourage you all to get regular checks for skin cancer and to be vigilant. I now stay out of the sun, which is difficult for an instructor!

The club operated for some years without a CFI and I was asked to come back early this year to manage the Instructor Team. What a great bunch of talented fliers, willing to spend time teaching others to fly; how could I say no! I'm not rostered on; I drop by to see how things are going & chat to Instructors & students. I train Instructors, I conduct Wings tests and I consider policy, for example the Bronze Wings test asks for an Inward OR an Outward Figure 8. I said to the Instructors, why are we teaching both? It confuses the students, so let's just teach Outward Figure 8s and test that. This has simplified the training program, along with other initiatives.

Thanks to Modelflight who generously sponsor HMAC, their new shop is on Richmond Rd.

We welcome Terry Gold to the Instructor Team.

HMAC has 5 Apprentices and a Trojan in the fleet. It's used in SAFE mode where a trainee can't achieve Bronze Wings without the help of a gyro, but can have fun with this 1kg model.

Thanks to Dave Whitten who maintains the fleet.

I can use my Boomerang 60 with a buddy box, so members can try flying a larger model. We're hoping to get a Riot, so that guys can learn to land a tail dragger with an Instructor on Master.

We currently have 4 guys practising for Gold Wings. Gold Wings is tough. We wish them well and encourage those with Bronze Wings to go for Silver. All of our 14 Instructors will help you.

The Wings achievements for the last 12 months were: 12 Bronze, 5 Silver & 1 Gold.

HMAC Annual General Meeting

The 2025 AGM, attended by 25 members, was held on Saturday, 2nd August at the field. The newly elected committee for 2025/26 is as follows:

President:	Andy Hollitt
Vice President:	Kirk Winters
Secretary:	Kingsley Neumann
Treasurer:	Stewart Jackson
Public Officer:	Kingsley Neumann
Committee Members:	Ian Briggs; Bryan Christie; Carlo Espartero; John Jefferson; Mike Nelson

Entry gate windsock

On 26 June 2025, a trio of club members, Kirk Winters, Mike Nelson and Terry Gold installed a new windsock and pole adjacent to our entry gate. Terry donated the windsock, Mike contributed his machining expertise to make the bearing housings, spigots and retaining brackets, and Kirk provided his building expertise. The pole can be lowered whenever needed to easily replace the windsock. The intention of having a windsock by the gate is to highlight our activities as a radio control model aircraft club and hopefully attract new members. Well done guys!



Terry and Mike on the job
Photos by Kirk



If you see any visitors come to the public viewing area, please spend a few minutes talking to them. If they are interested in having a trial flight, refer them to our website to make a booking, provided they are 14 years of age and over.



Holdfast Model Aero Club Christmas function 2025

Dear members, please put December 7th in your diary.

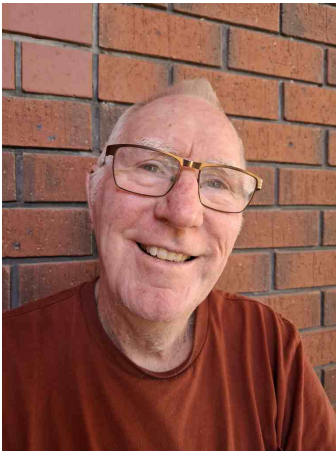
We will be hosted by Club Marion with a different theme for Christmas lunch from previous years. Stay tuned for more details and pricing expected in August once Club Marion finalises its Christmas menus.

Thank you to Kathy Paterson for organising this excellent event.



GOING FOR GOLD

by CFI Andy Hollitt



CFI Andy Hollitt

There are a number of guys practising for Gold Wings, so I thought I'd give you some insight about what is required. It's an award to be proud of, and a gateway to being an Instructor. It's hard. You have to be a damn good pilot to even think about going for Gold wings, then you have to accept the fact that you will need to seriously practice (perhaps for 6 months) before presenting for the test in front of two MAAA Instructors.

The Instructors are bound to act in accordance with the MAAA Instructor Manual: 'Instructors can ask that a particular manoeuvre be repeated during the test if they deem it appropriate. This should only be done where a manoeuvre has been performed with minor errors or mistakes. A major mistake or a dangerous situation that has developed during a manoeuvre is justification for ending the test and not passing the trainee pilot.' In practice this means that if you botch just one manoeuvre, the test is over. If you make a minor error, the Instructors will either let it pass, or give you one more go to do it right. You can't keep trying until you get it right! If the pilot has failed, I normally proceed with the test to provide feedback.



Each item in the schedule must be flown in both directions: Outward Figure 8, Inward Figure 8, Procedure Turn, Immelman Turn, 3 inside loops, Cuban 8, 5 second Inverted, 3 Horizontal Rolls, Take Off, Landing, 3 turn Spin/Spiral Dive.

The manual states that Instructors can make allowance for the model and for the weather conditions; however you won't get Gold Wings flying a model that can't actually fly the schedule! A model with some mass is good (1.8M ply/balsa) and a model with a large wing area that can fly slowly (giving you more time to make small adjustments) is good. High end is a 2 X 2 (2M span, 2M long) aerobatic model, but a 60 (or bigger) Stick or Trainer like the Boomerang is suitable.

Check out the proficiency requirements under MAAA017: <https://maaa.asn.au/images/pdfs/forms/Form-017-POWER-GOLD-WINGS.pdf>

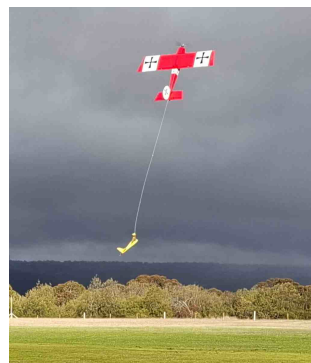
My Story, Andy. Wild. That's how I liked to fly model aircraft (still do!), so Gold Wings should be easy, right? Wrong. I bombed the first time and went home and sulked. But I decided I wouldn't be beaten. I bought the perfect plane (a Funtana X50) and practised, and practised, and practised. I can't remember for how long, but I guess 4 to 6 months. Ashley put it this way: You don't practise until you get it right; you practise until you never get it wrong. At the next test I knew that I'd flown the schedule perfectly and so did the 2 Instructors. It was the pinnacle of my RC model flying career; I know that I'll never fly that well again. Too busy teaching others to fly!

Reach for the sky!

A novel, almost vertical aerotow system

Big Stick flown by Ashley West and the mini chuck glider adapted to RC control and flown by Horst Dahms. What fun!

Photo by Andy Hollitt



The thrill of flying the SR-71 Blackbird (part 2)

The Blackbird always showed us something new, each aircraft possessing its own unique personality. In time, we realized we were flying a national treasure. When we taxied out of our revetments for take-off, people took notice. Traffic congregated near the airfield fences, because everyone wanted to see and hear the mighty SR-71. You could not be a part of this program and not come to love the airplane. Slowly, she revealed her secrets to us as we earned her trust.

One moonless night, while flying a routine training mission over the Pacific, I wondered what the sky would look like from 84,000 feet if the cockpit lighting was dark. While heading home on a straight course, I slowly turned down all of the lighting, reducing the glare and revealing the night sky. Within seconds, I turned the lights back up, fearful that the jet would know and somehow punish me. But my desire to see the sky overruled my caution, I dimmed the lighting again. To my amazement, I saw a bright light outside my window. As my eyes adjusted to the view, I realized that the brilliance was the broad expanse of the Milky Way, now a gleaming stripe across the sky. Where dark spaces in the sky had usually existed, there were now dense clusters of sparkling stars. Shooting stars flashed across the canvas every few seconds. It was like a fireworks display with no sound. I knew I had to get my eyes back on the instruments, and reluctantly I brought my attention back inside. To my surprise, with the cockpit lighting still off, I could see every gauge, lit by starlight. In the plane's mirrors, I could see the eerie shine of my gold spacesuit incandescently illuminated in a celestial glow. I stole one last glance out the window. Despite our speed, we seemed still before the heavens, humbled in the radiance of a much greater power. For those few moments, I felt a part of something far more significant than anything we were doing in the plane. The sharp sound of Walt's voice on the radio brought me back to the tasks at hand as I prepared for our descent.

The SR-71 was an expensive aircraft to operate. The most significant cost was tanker support, and in 1990, confronted with budget cutbacks, the Air Force retired the SR-71. The Blackbird had outrun nearly 4,000 missiles, not once taking a scratch from enemy fire.

On her final flight, the Blackbird, destined for the Smithsonian National Air and Space Museum, sped from Los Angeles to Washington in 64 minutes, averaging 2,145 mph and setting four speed records.

I am proud to say I flew about 500 hours in this aircraft. I knew her well. She gave way to no plane, proudly dragging her sonic boom through enemy backyards with great impunity. She defeated every missile, outran every MiG, and always brought us home. In the first 100 years of manned flight, no aircraft was more remarkable.



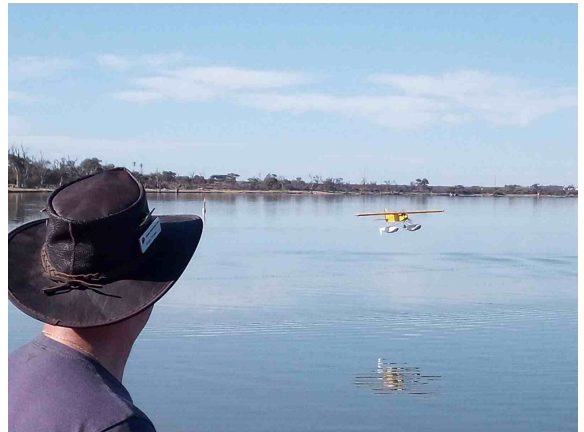
And now for something a bit different - float flying

At the end of June, club members Graham Paterson, Pete Robertson and Bryan Christie went to Lake Bonney at Barmera for some fun flying their float planes.

Flying off water is definitely different from flying off terra firma, as is setting up for a landing. Calm conditions certainly help and minimise the possibility of the model having a quick dip. One extra facility required is to have a retrieval boat on standby just in case the model decides to have that quick dip.



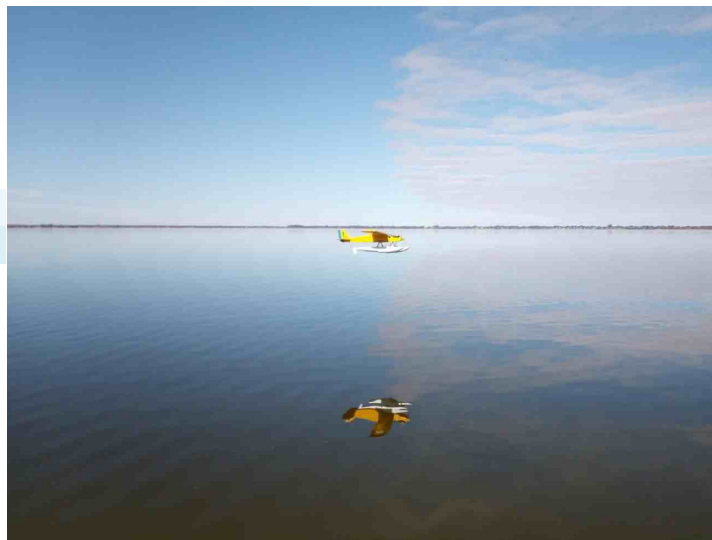
Graham ready to launch



Bryan ready to touch down

Photos by Pete

Mirror image
Mirror image



3D printed models by Ian Briggs

Ian is a prolific 3D builder. Here are two of his models and there's more on the way.
Watch this space!



X-100 Infinity Wing



Eclipson Fox glider

Photos by Andy Hollitt

What a surprise!



Photo by Andy Hollitt

Long standing HMA member Trevor Baudinette generously donated two of his models to LIFT trainee Lenox Register. The models are a Grumman Wildcat and delta wing sport flyer.

Lenox is a keen junior flyer and will get his wings soon; then he has a couple of models to test his abilities and progress his flying.



Photos by Kim Rogister



Have you renewed your membership?

We are now well into the new financial year and you must be a current member in order to continue flying at Holdfast. If you have forgotten to renew your membership, now is the time. If you have already paid, thank you and happy flying.

A number of members have included a donation in addition to their fees. Thank you, the club appreciates your support.

Just a reminder...

There have been occasions where the clubroom as well as the entry gate have been left unlocked after everyone has left the field.

If you open up the clubroom and turn the alarm off, please remember to turn the alarm back on and lock up after you have finished, unless someone else has undertaken to do so.

If you are the last to leave, please remember to lock the gate before you drive off.



Noise abatement

Electric powered models are relatively quiet and generally don't create a noise problem. However, if you fly glow/petrol powered models then you should be aware of the club's noise abatement policy. This policy states that all powered model aircraft are subject to a noise level no greater than 96dBA. This was imposed some thirty years ago due to complaints from residents in the area.

Now that we have more neighbouring properties such as the soccer fields and potentially new housing developments, we must maintain that noise level limit. Other flying fields have been lost due to noise complaints; and we don't want to lose our field.

The usual way of reducing the noise level is by changing the propeller. A bit of trial and error should solve the problem.

Check out the policy in the Members' Handbook which is available on our website - <https://holdfastmac.asn.au/documents/2024/10/handbook.pdf/>



Novel airport noise abatement procedures.

Flying training



Newcomers to radio control modelling are catered for by setting aside Sunday mornings (except the first Sunday of the month) from 10:00 am when qualified instructors teach all aspects required for the safe operation of model aircraft. During the training period no other models are allowed to fly, ensuring the least possible distractions to the student.

Always check the HMAc website for the latest weather update as we cancel instruction if it is too windy, wet or excessively hot.

New members

No new members this period

Flying achievements

Name	Award	Instructors
Steven Cox	Silver Wings 29/06/25	Andy Hollitt John Jefferson
Neil Oxley	Bronze Wings 02/08/25	Ian Williams Andy Hollitt



Instructor John Jefferson awarding Silver Wings to Steven Cox



Instructors Andy Hollitt, Ian Williams and Kirk Winters awarding Bronze Wings to Neil Oxley. Neil is the first recipient of the club's restricted solo wings who practised with his Trojan on SAFE mode and eventually passed the unrestricted Bronze Wings test. Well done Neil.

Photo: Marina Winters

Upcoming events:

Pylon racing: 7 September; 5 October

MASA Trophy: 21 September at Strathalbyn; 26 October grand final venue TBA

General meetings: 5 September*; 3 October; 7 November

Buy & Sell Day: 1 November

Bunnings BBQ: 29 November

Christmas function: 7 December

(* MASA President David Mifsud will attend to talk about MASA's activities)

Pylon racing results

6 July 2025

Open class

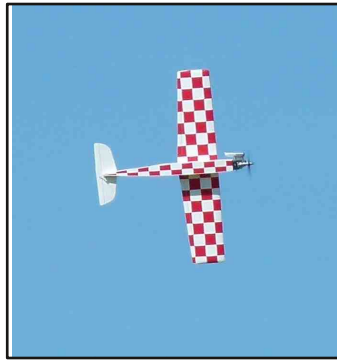
Tom Jacobsen (Noarlunga) 103
Pete Robertson (HMAC) 68

Standard class

Bryan Christie (HMAC) 72
John Jefferson (HMAC) 59

Electric class

Trevor Pearce (Connie) 87
Pete Robertson (HMAC) 46
Craig Spratt (Connie) 21



3 August 2025

Open class

Greg Leigh (Noarlunga) 82
Pete Robertson (HMAC) 45

Standard class

No races due to weather

Electric class

Craig Spratt (Connie) 71
Greg Leigh (Noarlunga) 42

MASA Trophy 2025 - round 3 at HMAC

Regrettably the event scheduled for 13 July had to be cancelled due to very strong winds forecast. Round 4 will be held at Strathalbyn on 21 September. Please join us in the final southern chapter round for this hotly contested event. If you'd like to join the HMAC team please contact Kirk Winters.

Where's my motor and prop?

This is what happens when you over-power your model. The firewall was not able to withstand the thrust generated by the power system installed by Andy. A bit of glue and it'll be back in the air.



Ultra Stick model owned and photographed by Andy Hollitt

Buy and Sell Marketplace

If you have a model or equipment you want to sell, or are looking to buy a pre-loved one, please send the details to the editor (email: buzz@holdfastmac.asn.au) and it will be advertised in the next issue.

If you are selling, make sure you provide a detailed description of the model or item, what equipment is included, what price you are asking, your contact details and a photo of the model or item.

If you are wanting to buy something, clearly specify what you want and include your contact details. Your advertisement won't carry over to any subsequent issue of BUZZ unless you make another request.

Don't forget there is also a separate Buy and Sell section on our website.



Buyer and seller can deal direct with each other.



Free OS glow motor



The first offering is a freebie donated by Trevor Baudinette. It's an OS MAX 46 and it's yours for the asking. OS motors are renowned for their precision manufacture and reliability.

Contact Andy on 0499 916 733 and arrange to pick it up.



AED

We now have an Automated External Defibrillator (AED) in the pits shelter area. This is in addition to the one in the old canteen.

Let's hope we never have to use it, but if you do, just follow the instructions.



HOLDFAST BUZZ

Editorial

After many years of publishing the Buzz, Kingsley Neumann has passed the responsibility of Buzz Editor to me. Kingsley, thank you for your long standing management of this newsletter aimed at keeping all members informed about the club's activities. I'll try my best to uphold the standard set.

Please remember that the club relies on a limited number of volunteers to do all the management and maintenance necessary so we can continue to enjoy our model flying. Nothing gets done without the dedication of a small group of volunteers. We would welcome you to join in whatever capacity you can. To paraphrase John F Kennedy - "Ask not what your club can do for you – ask what you can do for your club".

John Jefferson
Editor

If you're looking for something to do on Sunday, 10th August, check out the Scale Society event at South Coast's field at Clayton Bay.



**SCALE SOCIETY
SOUTHERN CHAPTER**



NEXT FLY IN

SUNDAY 10th AUGUST 2025



**10:00
AM**



South Coast Model Aerosport Club

803 Finniss Clayton Road, Clayton Bay

All welcome, scale aircraft not compulsory

FLY ANYTHING

BURGERS AND CHIPS FOR LUNCH



Holdfast Model Aero Club Inc
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Seagull Models
Pattern Kwik Fly Mk3 .46 size
Almost-Ready-To-Fly



Prime RC
S-Cub 1500mm RC Plane
Plug-N-Play



Spektrum
NX7e+ Transmitter
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