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HOLDFAST BUZZ

Holdfast Model Aero Club Inc

modelflight RC

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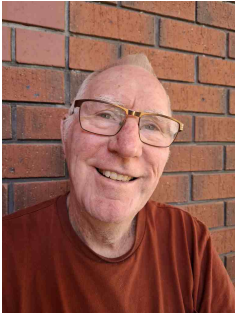
Carlo Espartero with his Tucano in Philippine Air Force colours

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.

From the President



**Club President
Andy Hollitt**

Bryan Christie was cleaning a gutter (he runs a home maintenance business) when he crashed through Alsynite sheeting and woke up in hospital with a broken shoulder. We wish him a speedy recovery, but expect he'll be out of action for some time.

There are a couple of disabled car parks behind the pilot shed. If you have trouble walking, feel free to park there.

For safety, I wanted a proper slip road for us to slow down before entering our gate and contacted the Department for Infrastructure and Transport. 'It was found that this section of Lonsdale Road includes a 2.7 metre sealed shoulder, which allows southbound vehicles intending to enter the property, to move onto the shoulder and decelerate safely before making the left turn. In addition, there has been no casualty rear end crashes recorded at this location in the past five years.'

HMAC has two major costs, rent and water. Rent for 2025/2026 is \$6,233 and it increases every year. Did you know the HMAC field used to be much smaller? The eastern fence was moved out, which doubled the size of the field... and doubled our rent! A bargain. We're 25 minutes from the CBD and paying just \$6K for this huge parcel of land. Bryan Christie has been very careful with watering over the summer and our bill is less than forecast at \$4,025. Treasurer Stewart is budgeting \$5,000 for the next financial year.

We're extending the pit safety fence north, to protect the area under the shade cloth. While we have the post hold digger, we'll add a couple more 'Butt Rests'.



Ian Briggs boring away!

At last we've had wonderful weather for flying our model aircraft. So good.

Better communication with our members. We all get so many emails that we miss some and some members missed the email re our finance meeting. We are looking at a parallel system, where you'll get an email plus an SMS letting you know what's on at HMAC.

I wanted a track for RC trucks and buggies for a bit of fun. Unfortunately, our MAAA policy only insures aircraft and changing our constitution from 'aero modelling' to 'RC models' plus changing the wording of our lease agreement to allow this activity, was all too hard.

I'm looking for activities that will add value and fun for our members. The buggy track was too hard, but I've tried out the idea of flying a kite on a few members with good response. If it's too windy to fly a model planes, go fly a kite! A good social activity for a model flying club. Kites fit the term 'aeromodelling' in our constitution, so we don't have to make changes and I'm sure that DEW will accept the activity. Insurance for flying a kite is not necessary. We'd have to stay under 400'. I think passing cars would find a few kites attractive. eBay has heaps of different kites available, but I'm sure members already have them and the builders will build them. I used to kite surf and have a trainer kite that will pull you over.

Steve Davies (he looks after our web page) was a prolific scratch builder. As he'd given up flying, he kindly donated his very large collection of model aircraft to HMAC. Thanks to Ian Briggs for helping me move it all to HMAC. I added donations from Max & Snowy and advertised the lot on Facebook Marketplace. A large group of people attended and took away bargains, making \$2,700 for the club. If you want your shed cleared of model aircraft, we're happy to help.

From the President continued

Our intention is to move the weather station sensors to the pilot shed, to give more accurate information. This is progressing well. An additional camera mounted on the pilot shed is already operating on our website. Our home page has the old view and the weather page now shows the wind sock, a reliable weather indicator!

I wanted to clear the ditches beside our roadway, as they were overgrown with weeds. I saw a 'Repay SA' van on the side of the road somewhere and decided to contact the Department of Corrections, to see if they could help us out (they could only say no). Three people sentenced to Community Service did a great job with their line trimmers. Now I'll be able to keep the weeds under control with Glyphosate weed killer.

Congratulations to our two juniors and to Lachlan Wallis. All have achieved Bronze Wings. We hope you have fun flying at HMAc.

Steve Cox has been practising for Gold Wings (using the Funtana X that I flew to get my Gold Wings) and succeeded, with Ian Williams and John Jefferson instructing. Congratulations Steve.

Andy Hollitt 0499 916 733

HMAc Webcams

Before going to the field, you can view our our webcams by logging onto the HMAc website: holdfastmac.asn.au Scroll down and you should see both images, one above the other.

These give you a clear indication of weather conditions on the field, including wind speed, wind direction, wind gusts, temperature, humidity and barometric pressure.

Then you can make up your mind whether to go to the field or not.



Bryan Christie and his P3 Revolution

The full size P3 Revolution is a high performance, custom built aerobatic biplane designed for renowned American airshow pilot Skip Stewart. It features a radical, lightweight, all carbon fibre construction designed for extreme manoeuvrability and high-G capability for airshow routines.

E-flite and Hangar 9 developed radio controlled versions of the P3 Revolution based on the full scale aircraft.

Bryan's model is a Hangar 9 edition, powered by a DLE 55cc engine with a smoke generator so he can display aerobatics with a smoke trail, just like Skip does.



Bryan having a breather between flights at HMAC



Bryan and P3 at Constellation Model Flying Club's field



P3 at Constellation



Ready for take off!



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 where they can make a booking, provided they are 14 years of age and over.

On the field!



*A nice flying day -
Chilling out between
flights*



Neil Towns with his Trojan



*Ian Briggs with his Ultra Stick
It looks bigger than he is!*



Classic Tiger Moth



Another busy day

On the field!



Some interesting models turn up at HMAc



We don't see radial engine models at HMAc very often. Stewart Jackson with his Hangar 9 Ultra Stick powered by a four stroke Saito FA-120R3 20cc 3 cylinder radial engine. The Saito was originally a glow/methanol engine but Steve's has been converted to petrol.

PARDON MY FRENCH

Have you ever wondered how some aeronautical terms came into use? Although we are concerned with flying model aircraft at Holdfast, the terms we use are commonly used in the aviation industry.

Let's go back a hundred plus years to when flight was taking off (pardon the pun). Although the Wright brothers (Americans) are generally credited with the first powered, controlled and sustained flight, there were many others with a keen interest in developing flying machines. The French were amongst those pioneers in the early 1900s, and soon took the lead in early aviation development.

Some of those pioneers were:

- Louis Blériot
- Louis Breguet
- René & Gaston Caudron
- Armand Deperdussin
- Henri Farman
- Roland Garros (namesake of the Roland Garros tennis stadium in Paris)
- Édouard Nieuport
- Gabriel & Charles Voisin



Anyone with an interest in early aircraft, particularly from World War I, will recognise those names. Indeed, some of our club members have actually built a representative model, e.g. Nieuport fighter.

Being French, naturally they would use their language and terminology to describe the various components of the craft they built. A number of those French words ended up as the standard descriptors we use today – both full size and models. Here are some definitions and their origins:

Fuselage

The complete central structure to which the wing, tail surfaces and engines are attached on an airplane.

Origin: 1905–10; French, equivalent to fusel (é) spindle-shaped (derivative of fuseau spindle).

Aileron

A movable surface, usually near the trailing edge of a wing, that controls the roll of the airframe or effects manoeuvres, as banks and the like.

Origin: 1905–10; French, equivalent to ail (e) (aisle) + -eron diminutive suffix.

Empennage

The rear part of an airplane or airship, usually comprising the horizontal stabiliser, elevator, vertical stabiliser, and rudder.

Origin: 1905–10; French: literally, feathering, equivalent to empenn (er) to feather an arrow.

Multiplane (biplane, triplane, quadruplane) and parasol wing (like a biplane without the bottom wing) aircraft utilise cabane struts to support the upper wing/s to the fuselage.

Cabane

A mastlike structure on some early airplanes, used for supporting the wing.

Origin: 1910–15; French; see cabin.

Multiplanes generally need to have their upper and lower wings rigged at different angles of incidence; this is expressed as decalage.

Decalage

The difference between the angles of incidence of the upper and lower wings of a biplane.

Origin: French décalage a shift, gap, displacement.

Full size aircraft measure airspeed using a pitot tube. The recent advance in radio control transmitter/receiver technology has resulted in the development of on-board telemetry equipment which can, amongst other things, measure the airspeed of a model by using; you guessed it, a pitot tube.

Pitot tube

An instrument for measuring fluid velocity, consisting of a narrow tube, one end of which is open and faces upstream, the other end being connected to a manometer.

Origin: 1880–85; named after Henri Pitot (1695–1771), a French hydraulic engineer who invented it.

When flying our models we rely on batteries as a source of power for operating servos and electric motors. Those batteries are commonly lithium polymer chemistry. Nickel metal hydride batteries are also used in glow/petrol powered models. Here we go again...

Battery

Two or more primary cells connected together, usually in series, to provide a source of electric current.

Origin: from Old French batterie beating, from batter to beat, from Latin battuere.

Now, for those of you that like to fly aerobatics, you've probably flown a chandelle.

Chandelle

An aircraft control maneuver where the pilot combines a 180° turn with a climb.

Origin: 1915–20; French: literally, candle.

Here's one which relates to an emergency situation, but unfortunately it doesn't help us get rescued when one of our models departs from controlled flight.

Mayday, Mayday, Mayday

The aviation "Mayday" distress call originated in the 1920s at London's Croydon Airport for cross-Channel flights, replacing the difficult to distinguish Morse code SOS (dit dit dit dah dah dit dit dit) with voice communication and adopted internationally in 1927 to signal life threatening emergencies.

Origin: Mayday was chosen as the phonetic equivalent of the French phrase "m'aidez" (help me).

Let's not forget the pilot; and yes, there's a French connection (with Italian and Greek thrown in).

Pilot

A person who operates the flying controls of an aircraft.

Origin: Middle French pilote, from Italian pilota, alteration of pedota, from Middle Greek pēdōtēs, from Greek pēda steering oars, plural of pēdon oar.

Last but not least, we have the word aeroplane. Partly similar to our pilot above, the word aeroplane has a French connection (with Greek thrown in).

Aeroplane

A heavier than air flying machine.

Origin: From French aéro (air) and Greek planos (wandering).

Wow, did you think that the French were so influential in the early days of aviation? The answer is yes, as we're still using their terminology when building/assembling/flying our models at Holdfast.

Monster disposal sale

On Sunday, 5 April 2026 the club held a sale of models accumulated through deceased estate donations and particularly numerous models donated by club member Steve Davies (our webmaster).

The sale generated \$2,700 for the club - a very good outcome.

Thanks to all who assisted on the day.



Pylon racing results

5 April

Open class

No racing due to weather

Electric class

No racing due to weather



3 May

Open class

No racing due to weather

Electric class

No racing due to weather



Buy and Sell Marketplace



If there's any modelling equipment you want to buy or sell, please email a detailed description and photo to the editor (buzz@holdfastmac.asn.au) and it will be advertised in the next issue. Don't forget to include your name and phone number. 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.



Nothing on offer this issue.

Don't forget, the buy and sell marketplace is available to club members.



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

Welcome to new member Lachlan Wallis. Lachlan has been flying Jabiru light aircraft as well as RC models at various venues. We trust you will enjoy the facilities of our club.

Flying achievements

Bronze Wings

Junior member Lewis Woolley achieved his Bronze Wings on Sunday, 29 March 2026. Instructors were Ian Williams and John Jefferson.



Bronze Wings

The previous issue of BUZZ mentioned Tobin Porteous achieving his Bronze Wings. Here's his photo with instructors John Jefferson and Ian Williams.

Bronze Wings

Lachlan Wallis achieved his Bronze Wings on Wednesday, 22 April 2026. Instructors were Andy Hollitt and Club Instructor Horst Dahms.

Silver Wings

Ian Briggs successfully gained his Silver Wings on Tuesday, 28 April 2026. Instructor was Ian Williams.

John Jefferson presenting Ian with his wings on 2 May.



Gold Wings

Steve Cox achieved his Gold Wings on Sunday, 17 May 2026. Instructors were John Jefferson, Ian Williams and Andy Hollitt. Well done Steve.

John Jefferson presenting Steve with his wings.

Upcoming events

Pylon racing: 7 June; 5 July

General meeting: 5 June; 3 July

HMAC Committee meeting updates

Your committee meets regularly to discuss and manage the club's ongoing activities to ensure we comply with our obligations to CASA, MAAA, MASA, Department for Environment and Water (our land owner) as well as field operations so that we all can continue to enjoy our model flying.

Minutes of the Committee Meeting 21 April 2026

Finance Report

- Total Membership on 17th April was 98.
- \$10,000 transferred from Cheque Account to Reserve Account for a better interest rate.
- March income was \$1,010.00
- An analysis of member categories and numbers over the last 5 years was presented. After considering the estimated expenditure for 2026/27, it was proposed the senior membership fee increase by \$20 with proportional increases for the other categories.
- A proposed joining fee of \$20 was discussed.

Flying Operations

Several new members are progressing well and now qualified.

Safety Matters

A minor incident occurred where a model landed just outside fence. No action required.

Field & Grounds Report

- The REPAY SA work team (court sentenced community service) successfully cleaned up the ditch along Lonsdale Road.
- The field is in good condition due to careful monitoring of the sprinklers.
- The SA Water accounts have significantly reduced due to accurate meter reading.
- There is a possible new source of water from Marion Council due to a proposed pipeline along Majors Road for use in the sports playing field area. This will be investigated.

Buildings Report

- The tractor floor has been cleaned and is now a useful area for storage.
- The entrance door to the original shed needs attention due to sagging and scraping.
- There are still smells in the room, and the use of a solar powered exhaust fan will be investigated.
- New external wiring has been installed for our field cameras.

Vice President

Kirk Winters has resigned as Vice President due to other commitments. Bryan Christie was asked to act in a temporary basis until the AGM

Social Manager

Ian Briggs has offered to take up the role of social manager.

Insurance Limitations

There are limits on the MAAA arranged insurance policies relating to an excess gap of \$5000 in the event of some claims. MAAA/MASA will generally assist with the gap on claims.

Minutes of the Committee Meeting 19 May 2026

Financial Report

- Membership total was 98 (last year 103).
- Income totalled \$2,873.30 (mainly from very successful clearing sale).
- Expenses totalled \$1,516.70 (including last quarter water bill of \$782.20).
- Current bank total \$44,051.93.
- The committee considered insurance options for Building and Contents from V Insurance (our current provider). Four options were described. Option No 4 “Quote for Buildings \$80,000 (increase from \$74,900) and Contents \$25,000 (increase from \$20,900) with a basic excess of \$1,000” was chosen as the preferred option. The quote indicates Property is covered to the amount indicated. Burglary is also covered to the amount indicated.

Flying Operations

- Ian Briggs achieved his Silver Wings; Steve Cox his Gold Wings.
- The two most recent Come & Try students have been advised to continue under C&T arrangements until new fees are announced.

Safety Matters

No new incidents or observations.

Buildings Report

- The kitchen now has a supply of chips and candy bars.
- It was agreed to purchase and instal a solar powered exhaust fan in the kitchen area. Cost is about \$140.

MASA Report

- MASA intends to introduce a dedicated message system for distribution of notices directly to members in lieu of notifying secretaries only.
- MASA AGM will be held on 29 May.

General Business

- A proposal to have a promotional static display at the Hallett Cove Shopping Centre sometime in June or July was discussed and agreed. This will be at no cost to HMAAC.
- The committee considered a variation of messaging such as SMS direct notices in addition to Mailchimp emails. Mailchimp charges about \$300 for using its SMS service. It may be possible to establish a cheaper direct messaging using SMS from a private mobile phone as a follow up. The feasibility of this option will be investigated.



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