



Volume 17 Issue 5
September-October 2026

HOLDFAST BUZZ

Holdfast Model Aero Club Inc

modelflight RC

Precision aerobatics



Peter Readett (Noarlunga club) and Jason Grosser (HMAC) with their aerobatic models. They checked out our field to see if it could be suitable to conduct a round of the SA Aerobatic Competition next year. First impressions were favourable, so let's hope we are included in their event calendar.

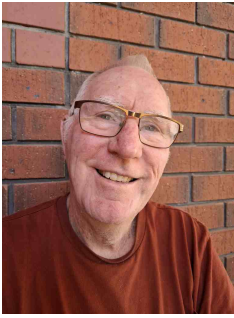
In this issue

From the President; On the field; Andy's flying adventures; Committee meetings; Plus more

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.



**Club President
Andy Hollitt**

From the President

The weather has been great, with lots of guys flying and having fun.

The aggressive magpie continues to be a problem. He's downed a number of planes and pecked many others. He likes to attack when you're low and slow on final approach, so leave enough battery to power up and go around. He's figured out that we're the problem and he flew straight at my eyes, so I'm now wearing a helmet until he calms down. There's a spare helmet in the pilot shed. I think it would be more appropriate to change the Holdfast logo Bee to a Magpie!

The anemometer has been moved to the pilot shed and is giving wind velocity readings similar to the weather station on top of Colonnades.

The club needs a better computer as ours doesn't have an HDMI output. If you're updating a tower, we'd love to have your old one.

We need to have a fire plan and I asked if someone from the fire station down the road could drop by. Next thing, five guys roll up in a fire engine. They inspected our facility and were happy that Lipos and fuel were properly stored and that everything was neat and tidy. In the event that a crashed model starts a scrub fire (happened at Noarlunga) they couldn't help as their 2WD appliance can't go off road. A 4WD CFS unit or a water bomber would be called in.



The South Australian Fire Brigade makes sure it can get to fire outbreaks in double quick time by using a Jaguar E Type; or maybe that's just a visitor's car.

We'd like members to wear a name badge. We've all been in the embarrassing situation where you're having a great conversation with someone, but you can't remember their name! The club is supplying the badges with the HMAc logo, just ask. We have a label printer for your name.

A reminder that sun glare is the second major reason for crashes (dumb thumbs is #1).



HMAc will host a round of the aerobatic championship in March next year. Peter Readett from Noarlunga Club tried out HMAc for size and liked it. These planes are big: 2 m span x 2 m long and weigh 5 kg. We'll be closed to general flying one Saturday next year from 12:00 to sunset. Come along and see some precision aerobatics. I've suggested we mic the caller so the audience knows what's going on.

Crashed outside the fence? It happens. You must notify a committee member and they'll contact me. If the plane is stuck in a tree, there's a big pole by the tractor shed/toilet. If it's lost in the scrub it's best to contact me as I can scour the area with my drone. No guarantees! If you want to go searching, for safety take someone with you and take water. I've seen snakes out there and it's easy to twist an ankle. We're making a gap in the fence at the SE corner of the field so you don't have to climb over the fence.

The clay soil between the flight line and the toilet cracks up big time over the summer. I'm after data and there will be several experimental test beds set up here. A control bed exposed to the sun, a sheet of plywood that we can lift up to check the cracking when not exposed to the sun, a bed of dirt 25 mm thick trialled as topdressing and a 2 m x 2 m marked area to be compressed by driving over it with my 1.8 tonne Ford Territory.

In the event your model ends up having an "excursion" due to various reasons, and ends up "arriving" outside the boundary fence, you are required to report such an "excursion" to a committee member.

This requirement is specified in section 11 of the HMAc By-laws.



11 Incidents and Crashes

- 11.1 All incidents involving damage to property (other than the model itself) or injury to persons shall be reported to a Committee Member, and the MAAA forms completed as soon as practical. (MAAA010 and MAAA011)
- 11.2 Notwithstanding the requirements of paragraph 11.1, all incidents which result in the crash of a model beyond the boundary fence lines depicted in the Members' Handbook shall be notified to a Committee Member as soon as practical. Depending upon the assessment of the incident, the Committee may request completion of either a HMAc Club Incident Report form or an MAAA Incident Report form.

Bomb Dropping

Many years ago the club had a regular fun fly event. One of the fun tasks was bomb dropping, where participants rigged up small, lightweight bombs or similar free fall missiles to their respective models. The object was to deliver the bomb to a smallish target marked out in the field. There were two delivery options – level flight or a dive. Most of us chose the diving method as that was considered more accurate. However, one salient lesson relating to a bomb drop is to keep your eyes on the plane, not the bomb when it is released, however tempting it is to follow the trajectory down. The odd plane or two ended up as CFIT (controlled flight into terrain).

Club member Ian Briggs, our 3D printing expert, made a 3D printed bomb and release mechanism for his foamie Riot. The question was asked if it was permissible to use the system on the field.

CASA regulations allow such activity on a conditional basis:

Regulation 101.090 Dropping or discharging of things

- (1) A person must not cause a thing to be dropped or discharged from an unmanned aircraft in a way that creates a hazard to another aircraft, a person, or property.

The committee has approved use of models fitted with a bomb and release mechanism subject to the following conditions:

- The weight of the “bomb” or similar item must not exceed 100 grams.
- When using such equipment, the pilot must have a spotter alongside who assists in maintaining a safe flight regime.
- The “bomb” or similar item must be dropped on a designated target located on the field.
- No free fall parachutes are to be released from models (they can drift away from the field).

A target disc will be made and placed on the field. Pilots and spotters should make themselves aware of the location of the target before take-off.

So, take care and have fun!



Ian with his 3D handiwork



*Editor's Typhoon
A 31 gram "bomb" held by a simple
wire shackle*

Those pesky magpies are at it again. Breeding season is here and the magpies don't want us anywhere near their broods.



Here's the aggressor



*Tally ho!
Enemy aircraft in sight*



Engaging enemy aircraft



Andy Hollitt with his anti magpie headwear

On the Field



Horst Dahms and Ashley West getting their Ugly Stick ready to aerotow their mini glider.



Up, up and away



Neil Oxley with his well-used Skylark



Pete Robertson's hovercraft is doing domestic duties sweeping the pilot shelter floor



National Parks & Wildlife Service is preparing soil in order to plant native grasses adjacent to our northern fence.

This is where heavy machinery was stored during the upgrade to Majors Road.



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.

BUY & SELL DAY

Saturday, 7 November 2026, 09:00 am



The open-air format continues at our club field this year.

Admission is free but you must provide your own setup (e.g. table, chairs, shade etc.) if you bring items for sale.

No commission taken. Sell direct.

The field will be open from 8:30 am to set up.

MAAA members with Bronze Wings or higher are welcome to fly at the field (no turbines).

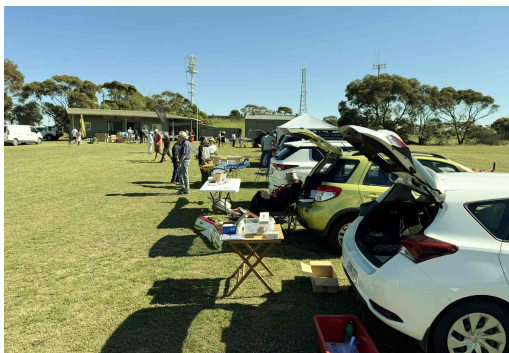
There should be great bargains available!

FREE ADMISSION

Holdfast Model Aero
Club

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Lonsdale Rd
O'Halloran Hill SA
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www.holdfastmac.asn.au

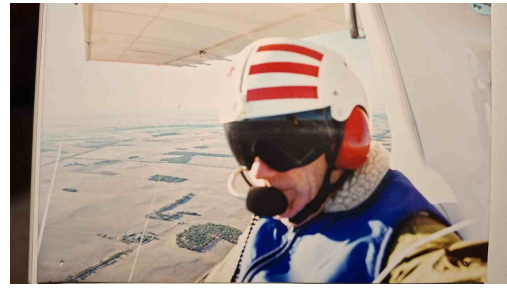


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Andy Hollitt's exciting flying adventures

I decided to build an aeroplane. I'd been flying for a while, had flown various aircraft and owned a nice single seat Aviasud Sirocco, but it was slow and I wanted to go places.



The Jabiru kit was trucked down from Bundaberg and arrived in two crates, the fuselage on top and the wings underneath. All I had to do was put it all together. This took three years. It was like an Airfix construction kit, but bigger. Follow the instructions; fit out the bottom, fit out the top, then glue them both together. But the doors didn't fit, so I had to cut, bend and re-glass them. The aircraft was moulded from Epoxy, but Epoxy is UV sensitive, so the first layer in the mould is Polyester resin, which protects the Epoxy....and creates numerous pinholes, so I hit every square inch with a hot air gun to bubble the gel coat over each pinhole, to locate and bog the voids.

My background is in electronics, so wiring was straightforward, but every wire in an aircraft is white (Teflon) so each wire had an identifying collar to establish what's what. No soldering, everything must have crimp connectors.

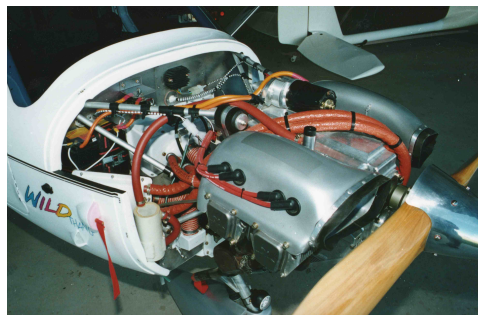
Eventually it was ready for paint and I mounted the fuselage like a pig on a spit, rotating it as I spray painted Urethane two-pack from a HVLP gun, wearing an air fed respirator.



Wild Thang



All steel parts were Chrome Moly, cadmium passivized. And eventually I mounted the Dynafocal engine mount (just 4 bolts) and ordered the Jabiru 2.2L 80HP flat four engine to fit. The entire engine is CNC milled apart from the sump. I'd no sooner fitted it, when there was a recall as the valve seats were faulty.



Eventually it neared completion and a trial fit together on the front lawn attracted interest from the neighbours.

The plane was assembled in my hangar at Pallamana (Murray Bridge) and weight & balance and inspections completed. No one signs off on an experimental aircraft. The builder flies off 20 hours (local flying) and if the plane (and they) are still in one piece, it gets registered.

Come the big day and a test pilot took the plane to 5,000 ft to check the flight envelope. *Wild Thang* lived up to its name. I had far too much throw on the all moving elevator (the company ditched the template afterwards) so it stalled viciously, rolled on its back and entered a spin, taking its time to exit at 500'. While testing another Jabiru, the elevator locked solid, so Wayne landed using power and elevator trim. He's still alive, but doesn't fly any more.



After numerous trips to Meningie for a steak sandwich I logged my 20 hours and got my registration. Let the adventures begin!

I thought I'd just write up some of my memories, but really every time the wheels leave the ground, you are a pilot, flying in another dimension and the ground below has miniatures.

Other pilots had CO detectors, a tablet which changed colour when exposed to carbon monoxide. Curious, I packed a digital CO monitor. It went mental on take off. Exhaust was entering the fuselage through the push rod exit in the tail and an alert was issued.

Those puffy white cirrus clouds? You can fly through the canyons between those clouds, awesome. But entering a cloud is very bad news. I could fly on instruments but didn't want to.

The area south west of the Grampians is fascinating. From the air you can see where the lava flowed across the land.

Arrested for trespassing on Federal property. Turns out the cop had flown choppers in 'Nam so when he learned I'd built the plane, he wanted to check it out; I even had to take off the cowl. The cops let me go back to sleep in my tent and drove off.

Flying coastal over Torquay and five parachutes blossom on my left. I check the chart, Oh no, parachute zone, I missed that.

How to get from the airfield in to town? I carried a GoPed scooter in the passenger seat.

I was almost ready for take off at Rawnsley Park. "This is a tourist plane, I have a passenger throwing up, request straight in approach". "Jabiru 487 is clearing the runway". Yuk.

Final approach at Rabbit Flat and the prop stops. Fly the aircraft.

Diverting to Parkes due to bad weather. I'm talking thunder and lightning in front of me AND behind me. I tried to get through a gap, but changed my mind when lightning flashed across the gap. As (bad) luck would have it, they have an aerobatic competition, so I take a wide berth, get on the ground and tie down the aircraft behind a hangar.

"All stations Bendigo, Jabiru 487 is five miles east at 2,000, ETA 05". "Jabiru this is Flying Doctor, we have a patient critical, straight in approach". "Jabiru 487 is orbiting at 2,000, five miles east".

Flying coastal over the Bluff and along the coast before climbing VERY high to cross Backstairs Passage to KI. I had the ferry tank so I stooged around KI for a bit before heading back home.

Flying over Wilpena Pound at treetop level, we shoot out over Rawnsley Bluff and I get a reaction from my passenger "felt like I just jumped off a cliff". Yep.

There's a ridge running north south near Black Springs. Good for a bit of slope soaring in a Jabiru on a westerly. Watch out for the high tension power line.

I landed at Robinvale. OMG...look at the tyres! Spiked by caltrop (weed with spiky seed capsules). I had slime in the inner tubes, so I was able to fly back home and throw the tyres in the bin.



The Hay Plains are very boring. I'd blank the windscreen and fly on instruments, just for fun.

Avoiding a prang. Flying VFR (Visual Flight Rules) is done at quadrantal altitudes. Any direction between north and south is odd plus 500', and south to north is even plus 500'. So flying east will be at 1,500', 3,500' etc. You follow a road or railway line by flying on the right side.

Mildura. Open ditches carrying water go for miles and miles and miles.

I landed, tied down at Wallan and took the train in to Melbourne (so much easier to fly Qantas and there's a toilet at the back). On the way home I was bucking a westerly and as I got near, I copped rotor from the range at Callington. The whole plane was shaking, like I was driving on a rough road. I figured the plane would hold together, fortunately it did.

"All stations Tyabb, Jabiru 487 is joining crosswind for runway two zero". "There is no runway two zero at Tyabb". "Damn, wrong page, what would you recommend?". "Try one eight". "click click" (ERSA is a book with all the landing fields in Australia, I was still open at Geelong).

Joining the circuit at a big fly in at Narromine. Aeroplanes are coming in from all directions, giving their joining calls on radio. In your head, you plot where everyone is. We're all at the same height, but the faster planes overtake me and give me a wave as they fly past.

Leaving Narromine I'm stuck behind a Wirraway (a big Warbird). As he takes off, his aircraft will produce an enormous amount of wake turbulence, enough to throw a Jabiru upside down. I wait. The guys behind me are tooting their horns (if).

Landing to tent for the night at West Wyalong. The town doctor loves aircraft and often walks out to the field. He invites me to the pub for a meal and to hear about aircraft. Turns out he was educated at the Royal College of Surgeons in London, but he's Indian and he's stuck in a redneck town with a bunch of racists. He comes out to wave me off in the morning and I waggle the wings goodbye. His dream of freedom!

Eventually I'd seen enough brown paddocks and had money tied up in a plane and hangar that I wasn't really using and so I sold up. But I missed the buzz of flying and qualified in powered parachutes at Werribee in Melbourne. Great fun, but my flying days were over and I returned to flying model planes, and here I am.



Pylon racing results

2 August

Open class

Tom Jacobsen (Noarlunga) 92
Pete Robertson (HMAC) 90

Electric class

Trevor Pearce (Connie) 94
Craig Spratt (Connie) 76



6 September

Open class

Tom Jacobsen (Noarlunga) 85
Pete Robertson (HMAC) 70
Bryan Christie (HMAC) 41
Graham Paterson (HMAC) 21

Electric class

Trevor Pearce (Connie) 95
Greg Leigh (Noarlunga) 88



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.

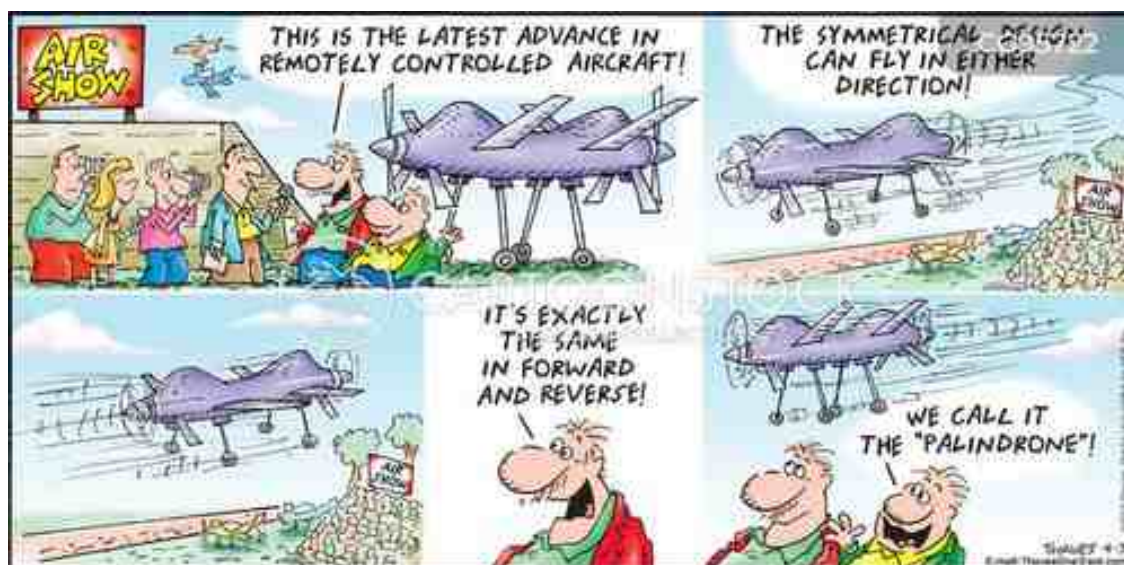
During the training period no other models are allowed to fly, ensuring the least possible distractions to the student. Always check the HMAc website for the latest weather update as we cancel instruction if it is too windy, wet or excessively hot.

New members

No new members this period.

Flying achievements

Congratulations to Graham Smith who achieved his Silver Wings on 21 August 2026. Instructors were Andy Hollitt and Johann van Wijk.



Upcoming events

Pylon racing:	4 October; 1 November
Buy & Sell Day:	7 November
General meeting:	2 October; 6 November

South Australian Aviation Museum

Open cockpit & engine run day 25 October 2026



C-47B cockpit



Rolls-Royce Merlin III

The South Australian Aviation Museum (SAAM) will be holding an Open Cockpit and Engine Run Day on Sunday, 25 October 2026, between 10:00 am and 4:00 pm (last entry 3:00 pm).

Come and sit in the cockpit of some of the museum's historic aircraft, then see and hear the raw power of in-line and radial aero engines starting up.

The museum's entry gate is 16 Bedford Street Port Adelaide. It's signposted and there's a large mural, you can't miss it. There's plenty of free parking.

Adults \$17, seniors \$12, defence personnel & vets \$8.50, children (5-15 yo) \$7.50, family (2 adults & up to 3 children) \$41.50.



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.

Committee meeting 18/08/26 summary

Financial Report

The treasurer presented financial reports showing the club has 82 members with positive income year-to-date primarily from membership renewals and donations.

Expenses included lease rental and the first quarter water bill.

Field and Grounds

A service kit will be ordered for the ride-on mower.

A rusted beam on the tool shed door was repaired.

The camera mount on the pilot shed needs adjustment.

Constellation Club members have been invited to fly at HMAC as their field is currently under water due to heavy rains.

Grant Applications

There was discussion regarding grant applications for a sign on our front gate, and also shade cloth for the visitor seating area.

MASA funding options are \$500 without assessment and up to \$3,000 requiring MASA committee approval.

Operational Planning and Maintenance Review

The meeting focused on reviewing operational tasks and planning for upcoming events.

There was discussion regarding our sponsorship renewal with Modelflight. It was agreed to display Modelflight's sponsorship on the pilot safety fence, acknowledging their generous support over the years.

Plans for tractor and test-and-tag inspections were discussed, noting that most items were on a five-year plan with only a few items requiring annual testing.

70th Anniversary Celebration Planning

The committee decided to combine the club's 70th anniversary celebration with the Christmas function.

It was agreed to update our website and newsletter to commemorate the milestone.

Committee meeting 15/09/26 summary

Financial report

The treasurer advised that current membership was 84 members year-to-date, which was 14 less than the previous year, with a slight increase of 2 members in August.

Year to date income to expenses is positive. The term deposit maturing soon will provide additional income.

Flying operations

The committee discussed club recruitment efforts, noting that three potential members who completed come-and-try sessions have not followed through with applications despite receiving invitations.

Safety matters

Two models were recently reported lost outside our fence line. Members are reminded that such incidents must be reported verbally to a committee member.

The aggressive magpies are still swooping members and their models. Foam models have been subjected to damage affecting airworthiness.

Field & grounds report

The field is looking good – resulting from winter rains and prudent watering management.

Bunnings BBQ 5th October

Volunteers are required to assist with running the BBQ on Monday, 5 October (public holiday) at Bunnings Marion.

Modelflight sponsorship

Our two-yearly sponsorship contract with Modelflight will be due next month. The committee, in conjunction with Modelflight, will agree on the terms of the sponsorship.

Hallett Cove display

The proposed display at the Hallett Cove shopping centre is still being finalised. Volunteers will be required to assist on the day.

Buy & sell day

The next buy and sell day is scheduled for Saturday, November 7th. Volunteers will be required to assist on the day.



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Seagull Models Pattern Kwik Fly Mk3

The Seagull Models Kwik Fly Mk 3 .46 is a Classic Pattern model based on the original Phil Kraft design from 1967. The perfect model for an intro to aerobatics with great flying characteristics.

Almost-Ready-To-Fly | SEA-406 & SEA-406Y

\$379.99



Apex Aerotech 102inch Slick 360

Inspired by the full-scale model, the Apex Aerotech 102in Slick 360 offers 100-120cc giant-scale performance and aerobatic innovation. This model has been designed to deliver an exceptionally broad range of performance, offering agility and precision demands for high-level freestyle and aerobatic competitions.

Almost-Ready-To-Fly | AA102SB

\$2,299.99

E-Flite SE5a 900mm RC Plane

The most capable and easiest-to-assemble version of this iconic WW1 fighter is ready to land at your place. The E-flite SE5A 900mm is perfect for intermediate to experienced pilots and offers modern-day technology and superb scale detail while delivering a flight performance that will exceed your expectations!

Bind-N-Fly Basic | EFL10950

\$599.99



Come visit us in-store!

Come in, have a browse and chat RC with the locals! Our team of experienced modellers - Darren S, Darren F and Dominic P are here to share their knowledge, offer advice and help you find what you need. Visit us in store and say hello!

modelflight.com.au

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