



HOLDFAST BUZZ

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Christmas BBQ

Sun Dec 1st

Join your fellow members at the BBQ & Trophy Presentation from 12 noon. BBQ commences at 12:30 pm sharp. Food and soft drinks provided. BYO other preferred beverages.



HMAC members flying their electric models at sunset on a balmy November evening. Another such gathering is planned for December 6th if the weather is kind to us, so bring along your models and enjoy some relaxed flights.

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 Geoff at buzz@itapps.com.au for inclusion in a future edition of BUZZ.



Kingsley Neumann

From the President

As we near the end of 2013 (and hasn't it come around quickly!) it is time to reflect on where we are within the Club. I am quite pleased with the introduction of the electric SafeTag system. It is no real inconvenience and has been adopted by most flyers. The benefit is obvious. Anyone can see at a glance if a model is safe or not. The number of electric models is steadily rising so this safety initiative has been warranted.

I do believe that most of our Members have increased their awareness of safety in general. I know there are occasional mutterings about overkill with some of our rules but they are all there for a reason. I know that our rules do not stop anyone from actually enjoying themselves on the flightline. You can do as many high speed ground level passes as you like as long as you stay at least 10M out from the Flight Line. And never fly over the flight line or pits.

Those pesky rabbits are still playing merry hell with our landing area. I got stuck in a rabbit scrape with a scale model just a few days ago. If you happen to notice a hole, please feel free to go over to the shed and grab a bucket of sand and a shovel to fill it in. As summer approaches and natural feed dries off, we will resume the baiting of the bunnies.

Summer and the dry weather sees the return of flies and sunburn plus more than our usual number of windy days. We can put up with that but we also have to contend with those cracks appearing in the soil. Our watering program gets underway but the cracks will still be there so once again, if you see a big one

please do your bit for the Club and your fellow Members - Fill It In! We are still on the lookout for fibreglass Paper Mill matting for a hard runway but it is not that easy to come by. Watch this space.

The new electric arming tables are now fully operational, thanks to Andrew Burdon. There are some generic pegs in the metal box for you to use but if you have a particular shape or style of model that needs a different peg, feel free to make up some custom stoppers. The larger straight ones are for LE contact and the smaller V-shaped ones cater for inverted battery access. Please only use the Arming Tables for activating or de-activating the system not as a general work area.

Don't forget the End of Year Christmas BBQ on Sunday December 1st The trophies will be given out for various achievements and we can all enjoy a BBQ lunch in the Clubroom. It could be a bit squeezey but we can cater for about 50-60 people.

I would like to take this opportunity to thank all the hard working Committee Members and other volunteers such as Instructors, assistant Instructors, cooks and cleaners plus timers and organisers who make our events happen and ensure that the Club runs well.

Please have a Happy and Safe Festive Season.

Kingsley Neumann

" ... The new electric arming tables are now fully operational, thanks to Andrew Burdon. There are some generic pegs in the metal box for you to use ..."



Fire Bans and HMAc Field Closure



We are now in the bushfire fire danger season. Members need to be aware that DEWNR will close the O'Halloran Hill recreation park and hence our field on catastrophic fire danger days and may close the park on extreme fire danger days. Under the terms of our lease we are required to comply with any such closures. In any case it makes good sense to do so. Our website will

have a page that will notify members of any such closures and a link to the CFS website that describes the fire danger ratings for the areas in the state.



Flying a Tail Dragger — by John Jefferson

OK, so you've gone solo on a high wing trainer and now want to get an aerobatic aircraft or maybe a warbird. It's more than likely your next plane will be a tail dragger instead of having a tricycle undercarriage like your trainer.



A tail dragger is managed differently on the ground, during take-off and landing. Taxiing generally requires full up elevator. The take-off roll requires up elevator to start with, and as speed increases the elevator stick is returned to neutral (if you don't the take-off will be premature with unfortunate results). The rest of the take-off is then same as your trainer.

Now, the interesting part – landing. There are two ways to land a tail dragger:

- (1) a full stall/three pointer; or
- (2) a wheel landing.

The first way is where you:

- make a stable approach to just above the runway;
- close the throttle;
- hold off by adding more **up** elevator as the aircraft slows down and settles down on its wheels (it effectively runs out of airspeed and stalls).



The second is where you:

- fly the aircraft to the landing area at a slow (but not too slow) speed;
- level off just above the runway;
- ease the main wheels onto the surface;
- apply a little **down** elevator to hold the aircraft on the ground (the aim is to raise the tail slightly and kill the wing's lift);
- close the throttle and hold the tail up with **down** elevator until the aircraft slows and the tail settles on the runway; then
- apply full **up** elevator to keep the tail down on the ground.

Don't forget to keep the aircraft rolling straight by using rudder. Also, be wary of the wind direction. Phew! That required intense concentration.

You may find that your landing attempt results in kangaroo hopping as you try to get the aircraft onto the ground. If you are flying faster than a three point attitude but slower than a wheeler, the aircraft will more than likely land with its tail low. Given that the centre of gravity (and main mass) is usually behind the main wheels, the downward momentum at touchdown will cause the tail to drop, but because the airspeed is above stalling speed (the wing's angle of attack is positive and it is still generating lift), the aircraft will climb back into the air. If you lower the nose to counteract the climb, chances are that you'll repeat the kangaroo hopping cycle. Wow, another bouncy landing. Sometimes it may be better to abort the landing and go round for another attempt.

Keep practising and you'll definitely get better at it. Your flying skills will be enhanced and you'll find it easier to transition to those bigger and better aerobats and warbirds that are on your wish list.

"...You may find that your landing attempt results in kangaroo hopping as you try to get the aircraft onto the ground ..."



Advertise What you Want to Buy or Sell on our Web Site
Send details & photos to Geoff Haynes —buzz@itapps.com.au

Become a Mentor at ASMS



The Australian Science and Mathematics School is a South Australian State Government High School based on the grounds of Flinders University catering for students in Years 10 to 12. In 2013 the school began a subject called "Building a Radio Control Plane" with threefold aims; (1) to provide students with construction skills, (2) to build a model plane and (3) to take the model plane to Australia's largest gathering of large scale aircraft at the Shepparton Mammoth Scale event held in Shepparton.



Shepparton is an event where the minimum wingspan of a monoplane is 202cm and for a bi/triplane 167cm. To that end we constructed two planes; a Balsa USA quarter scale Fokker DR1 and a Balsa USA Etrich Taube. The school took and flew both of these planes with a crew of eight students at the event.



Our tentative plans for 2014 include the scratch building of a Dick Sarpolus sport scale P-40E and two further planes such as SIG Manufacturing Four Star 120 and the Dynaflyte Butterfly.



Do You Have a SafeTag?

Have You Fitted a SafeTag to Your Electric Model Yet? It's a piece of cake to add (no mods required) and makes your model compliant with HMAAC Safety Requirements.

Full details available on the HMAAC website under "Technical Articles".

We are currently making preparations for our attendance at the 2014 Shepparton event. To that end we felt that a conversation with HMAAC members who may be interested in acting in a mentoring capacity during classes should be started.

Students of the ASMS can elect to build radio control planes on a Thursday morning from 8:40-10:20am in the class "How to Build a Radio Control Model". Classes are led by Matt Jamieson who is an Instructor with HMAAC.



Should you feel that you may be able to be involved it is mandatory under South Australian State School systems regulations that you undergo a Police Check. The ASMS is happy to cover this cost.



I realise I am starting this conversation early given the first class will not be until the first week of February however to ensure we can cover Police Checks and to give you time to think and/or consult with parties that may require your time, I felt best to get in early.

Further information on the ASMS aspect of the programs can be found by contacting me, Matt Jamieson, at matthew.jamieson@asms.sa.edu.au or on **0438 455 726, (w) 8201 5686 (h) 7220 5063**.

I look forward to hearing from you.

Matt Jamieson



Summary of Member Survey Results



Thanks to those who took the time to complete the recent member survey. Here is a summary of the feedback received.

Of the total membership, 41 people provided input to the survey, representing a response rate of approximately 40%. Typically, 25-30% response rate is usual for this type of survey.

80% of respondents have been members for 2 years or more and 62% have been members for at least 5 years.

88% of respondents use the flying field at least once per month, and just over half the respondents (51%) make use of the facility at least once per week.

Respondents ranked Flying Field facilities, Liability insurance and Cost of Membership as the 3 most important aspects of HMAc Membership, in that order.

35 respondents fly electric models and 30 fly I.C. models. 6 respondents fly only I.C. models and 11 fly only electric models. 24 respondents fly both electric and I.C. models.

34 respondents (83%) felt that the cost of membership is about right, while 6 (15%) believed the fees are too expensive. 1 respondent (2%) felt that the fees are too low.

Respondents rated the following projects as the top 4 priorities for action:

- 1 - Runway upgrades (Ranking = 8.93 out of 10)
- 2 - Pit Area improvements (Ranking = 8.05)
- 3 - Equipment Storage Shed upgrade (Ranking = 6.12)
- 4 - Clubroom extensions (Ranking = 5.83)

21 respondents provided additional comments about suggested projects, either supporting one or more of those listed, or adding others for consideration. Of the additional suggestions, weather protection in the shaded and pits areas received 4 mentions, as did requests for a webcam on site.



HMAc Meeting Schedule - Please take Note

There will be a Social/General Meeting on Friday December 6th. Weather permitting, this will be preceded by a Twilight Fly.

There will be no Committee Meeting in December. The next Committee Meeting will be held on Wed January 15th.

There will be no Social/General Meeting in January. The first such meeting for 2014 will be held on Friday February 7th.

SUPPORT YOUR LOCAL HOBBY SHOP





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Newcomers to R/C modelling are catered for by setting aside every Sunday morning from 10 am when qualified instructors will teach all aspects required for the safe operation of the model. During the training period no other models are allowed to fly, ensuring the least possible distractions to the student.



Pylon & Combat Competition Results - 3rd November 2013

Open class pylon

Tom Jacobsen (Noarlunga) 103
Greg Leigh (Noarlunga) 98
Vin Pike (HMAC) 89
Pete Smyth (HMAC) 77
Peter Robertson (HMAC) 21

WW I combat

No missions flown

WW II combat

No missions flown

Standard class pylon

Graham Paterson (HMAC) 72
Les Mephram (HMAC) 68
Ian Cole (HMAC) 67
John Jefferson (HMAC) 61
James York (Noarlunga) 29



SCHEDULE OF EVENTS

- Sun Dec 1st - Trophy Presentation and Christmas BBQ
- Wed Dec 4th - MASA Meeting
- Fri Dec 6th - Twilight Fly-in & General meeting
- Wed Jan 15th - Committee Meeting
- Fri Feb 7th - General Meeting

*** Christmas BBQ & Trophy Presentation *** Sunday December 1st, 12 noon.

Make a note on your calendar to attend the HMAC Annual Christmas BBQ and Trophy Presentation this Sunday. The BBQ commences at 12:30 sharp, so don't be late if you wish to eat. Food and soft drinks will be provided, or you may bring your own preferred beverages.



Instructor Roster (December-January)

Date	Instructor	Instructor	Assistant
DEC 1st	Ross Lloyd	Matt Jamieson	Max Thomas
DEC 8th	John Jefferson	Peter Robertson	(Ted Carter)
DEC 15th	Kingsley Neumann	(Open)	Trevor Baudinette
DEC 22nd	Graham Paterson	Ross Lloyd	Max Thomas
DEC 29th	Christmas/New Year Break - No rostered Instructors		
JAN 5th	Matt Jamieson	John Jefferson	Ted Carter
JAN 12th	Peter Robertson	Kingsley Neumann	Trevor Baudinette
JAN 19th	(Open)	Graham Paterson	Max Thomas

We are fortunate in having so many rated instructors and our thanks go to those keen instructors who turn up even when they are not rostered on. We expect to see more learners as the warmer weather approaches. Advanced Flying Training is available on request, so if you want to brush up your flying for a Wings test, please arrange a session with one of the Instructors. There are still a number of "Solo Only" flyers out there who could easily qualify for the Bronze Wings.