



HOLDFAST BUZZ

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June General Meeting

At our General Meeting on Friday, June 6, Ian Williams will talk about his experience with Unmanned Aerial Vehicles (UAVs). This should be an interesting presentation, so please make a note in your diary to attend.



Attendees at the May 2 General Meeting were treated to a fascinating presentation by Steve Nelson who is building a full size aircraft from a kit manufactured in the USA by Sonex Corp. The inset shows the complete set of parts for the airframe.

The HMAA 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

"... feel free to grab the wheelbarrow and spade that are kept in the shed annexe to do a bit of crack patching and filling at any time ..."

From the President

I am sure no aeromodellers will be complaining about the weather for this month. It has been just about perfect for all flying activities. And we had a good downpour at the beginning of the month for the grass. There are still plenty of cracks to watch out for though and the rabbits are sitting pretty. There will be a load of topdressing soil mixture dumped next to the Club's Storage Container. Please feel free to grab the wheelbarrow and spade that are kept in the shed annexe to do a bit of crack patching and filling at any time.

We have requested cooperation from DEWNR and SA WATER to mount a concentrated attack on the bunny population. We don't seem to be winning the war by poisoning just the ones on our side of the fence. It is amazing to see the numbers of the pests at night as they scatter far and wide.

I was fortunate enough to visit two other Clubs recently. Constellation Club was looking good for the Scale Day and it was great to fly my Me108 in the company of some of the State's best pilots and their machines. I also went to the SkyHawks Club for the OS day and enjoyed it very much. The sponsors, Model Engines were very generous and there were some excellent bargains to be found at the Kadina Toy Store's display on site.

I was interested to see exactly what sort of facilities that other clubs have for their Members. In fact they are very similar to those of our own field. Both of those Northern Clubs have about the same number of Members as HMAAC. We do have much nicer Club Rooms but they have adequate sheds and possibly better shelter for the flight line than we do.

Your committee is still very keen to improve our flight line as requested in the Member

Survey. The possibility of a marked runway and also some markers on our fences is being investigated. There are advantages in having a delineated runway but it is also desirable to have a large open space to choose a landing direction that is into the wind.

When setting our Club Fees recently, it was pointed out that the more Members we have in our Club, the cheaper the fees become because we can spread the fixed costs. Therefore I would encourage all HMAAC Members to actively promote Membership of our Club at every opportunity.

It is not unusual for people to approach the flight line with a cheap foam model that they want to learn to fly. These people should be encouraged and an Instructor can always invite them for a flight, under supervision, using the "Visitor Rule". Check it out in the Club Rule book. Anyone who does not yet have a model can be given a trial using the Club Trainer.

Sometimes we find that the "Park Flyers" are self-taught and are quite capable of flying their planes and even rotary wing machines. They can become good Members after a few sessions and a flight test. There is no benefit for either party if the model is criticised. Usually the Park Flyer newcomers are looking for some interaction with the model flying scene with a view to getting involved with larger models. Traditionally, fathers like the idea of their young son learning to fly a model plane. Secretly they often really want to do it themselves. We just need to give them all the encouragement we can muster and hopefully we can gain new Members.

Kingsley Neumann



Safety While Flying Model Planes



All Members flying at HMAAC must follow the Club's By laws. A number of these relate to safety. If you always operate in the approved areas this will minimise the likelihood of crashing in a public area. Please read the By Laws on the HMAAC website if you have not done so for a while.

Please read the MAAA Safe Flying Code (MOP056) on the MAAA website. It is a good idea to do a range check before the first flight of the day as well as checking before flying a new or repaired model.

Eindecker Building Project - Part 3 — by John Jefferson



She Flies!

The Eindecker build completed, except for the cowl, it was time to take to the air. The day arrived, light winds forecast, so the Eindecker was readied for its maiden flight.

Double check all control surfaces moving in the correct direction, dual rates set at 80% of full rates on aileron and elevator, centre of gravity set at 30% of mean aerodynamic chord, lots of rudder movement as it's fairly small in area, range check OK. The amount of control surface movement was based on what I considered to be adequate for the model, given there are no instructions for guidance. Fill up the tank and test the engine. No more procrastination, refuel and get ready to fly.

As the flying ability of the model was an unknown quantity, I thought it prudent to enlist the help of one of our instructors to stand by me just in case I needed assistance with trimming it in flight. Dave Whitten kindly volunteered as co-pilot. "On the field", taxi out, line up and away we go. Bit of a shaky start, need to increase rudder throw so there's more authority on the tail wheel steering effectiveness. In the air she needed some down elevator trim (thanks Dave) and a touch of aileron trim. The ailerons were too sensitive for my liking, need to be toned down. Turns resulted in some adverse yaw, which meant the ailerons needed some differential. It also needed a reasonable amount of rudder to balance the turns, make a mental note to mix some rudder with aileron on the transmitter.



The centre of gravity seemed to be spot on. The usual stall test resulted in a fairly benign nose drop and a bit of porpoising. Happy with that.

Time to land, take a deep breath, call out "Landing", lose height, slow down, line her up, and land. Sigh of relief, she's down safely. Somewhat of an anti-climax. She does not like taxiing because of the small main wheels on our grassy landing area.

I calculated the wing loading at 25.6 oz/ft², which is a little high, but it did not seem to adversely affect the Eindecker's performance. The OS 25 AX was more than adequate for the flight regime I expected.

Since the first flight a series of adjustments have been made:

- aileron travel reduced;
- a small amount of differential in the ailerons (more up than down movement);
- rudder travel increased;
- rudder mixed in with aileron (can be turned on or off via a free switch on the transmitter);
- 30% exponential on the ailerons;
- 10% exponential on the elevator;
- landing gear legs moved forward about 10 mm.

Subsequent flights have been satisfactory, and I'm getting a feel for its flying traits. All in all I'm very pleased with the build and flying. Thanks again to Bob McEwin for his design work and cutting of the Eindecker short kit, it was worth the effort.

I guess I'll eventually get around to making some sort of cowl for the front end, but there's another project on the building board at the moment.

"... I calculated the wing loading at 25.6 oz/ft², which is a little high, but it did not seem to adversely affect the Eindecker's performance ..."

MAAA Insurance Cover

All MAAA members can be assured that they are covered by MAAA insurance whenever and wherever they fly their model aircraft PROVIDED that they operate the aircraft in accordance with Civil Aviation Safety rules and any local rules such as Council By Laws.

If you are flying on private property or in a council parkland, you must have the permission of the owner. Do not rely on Household Insurance unless you have very specifically checked out the conditions of your policy.





HOLDFAST MODEL AERO CLUB

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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 - May 2014

Open class pylon

Tom Jacobsen (Noarlunga) 103
Vin Pike (HMAC) 101
Greg Leigh (Noarlunga) 99
Peter Robertson (HMAC) 98
John Yianni (Connie) 92
Finn Kank (Noarlunga) 86
Graham Paterson (HMAC) 10

WWI

Merv Harris (HMAC) 1
Max Thomas (HMAC) 1

WWII

No missions flown

Standard class pylon

James York (Noarlunga) 86
Mike Keele (HMAC) 71
John Jefferson (HMAC) 68
Ian Cole (HMAC) 60
Les Mephram (HMAC) 55
Peter Oliphant (HMAC) 14



SCHEDULE OF EVENTS

- Sun Jun 1 - Pylon & Combat
- Wed Jun 4 - MASA Meeting
- Fri Jun 6 - General Meeting
- Wed Jun 18 - Committee Meeting
- Sun Jul 6 - Pattern Flying Workshop (SSL Park, Milang)

F3A Pattern Flying Workshop

For those of you who are keen on pattern flying, John Tonks, one of Australia's top F3A pilots, is conducting an F3A Pattern Flying Workshop at SSL Park, Milang on Sunday July 6, in conjunction with the Open Thermal Competition being held there on the same day.

Instructor Roster (June - July)

Date	Instructor	Instructor	Assistant
JUN 1	Peter Robertson	Matt Jamieson	Ted Carter
JUN 8	Graham Paterson	Kingsley Neumann	Trevor Baudinette
JUN 15	(Open)	Ross Lloyd	Max Thomas
JUN 22	John Jefferson	Peter Robertson	Ted Carter
JUN 29	Matt Jamieson	Graham Paterson	Trevor Baudinette
JUL 6	Kingsley Neumann	(Open)	Max Thomas
JUL 13	Ross Lloyd	John Jefferson	Ted Carter
JUL 20	Peter Robertson	Matt Jamieson	Trevor Baudinette

Our thanks go to those keen instructors who offer their assistance to train new pilots. Some even turn up even when they are not rostered on. 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.