



HOLDFAST BUZZ

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Taking the Sport Cirrus-ly

Steve Masters shows off his Cirrus



With his typical attention to the finer points of model construction, Steve Masters has added an extra level of detail to his semi-scale Cirrus. See more about this eye-catching model on page 2.



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Send details & photos to Geoff Haynes —buzz@itapps.com.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 Geoff at buzz@itapps.com.au for inclusion in a future edition of BUZZ.



Kingsley Neumann

"... I have had a few enquiries about the Annual HMAc Auction. We have delayed it a couple of months this year and the date will be Friday November 7. ..."

From the President

By now all HMAc Current Members will have received a renewal notice. Fees are due and must be paid no later than 30 June if you wish to remain financial. Despite the fee going up it is still a reasonable amount to pay for the convenience of a flying field so close to the southern suburbs. We do rely on your honesty to make that renewal payment but be aware that spot checks can be made. I am pleased to report that over 70 members have already renewed.

The tractor saga continues but with a bit of luck it will be back in service very shortly and we will be able to get on with the winter mowing program. A large stockpile of sandy topdressing loam is available for use. If you become aware of any holes on the landing area or anywhere else that is likely to pose a hazard please feel free to grab the wheelbarrow and shovel for a bit of patching.

There will be a working bee soon and one of the main tasks will be to secure the underside of our clubrooms so that we can control the rabbits. A notice to Members will be sent out via Email to advise the details.

The tractor problems have been causing the committee some headaches, particularly in relation to capital expenditure. We are very keen to get on with a project to provide shelter on the flight line. I have already been presented with some ideas from Members. If you have anything to say please feel free to approach me or any other Committee Member with the details.

The field has hosted local and International students from the ASMS recently. The school has held an International Science Fair and one of the activities involved a simulated

search for the missing MH370 flight using aerial photography and radio tracking under the supervision of Matt Jamieson. I welcomed the group on a very wet and windy Tuesday morning. Ross Lloyd gave an informative talk on the professional use of UAV for survey purposes. Despite the weather some flying was done by Matt Jamieson and student Matt Smith. The exercise was spread over two days and everyone learned a lot! I believe that HMAc should continue this cooperation with the ASMS because it is an ideal way of encouraging juniors.

It is always good to see young people getting involved with RC flying. And it is equally pleasing to see some of our more senior learners getting great satisfaction from the training program. John Harvey has been plugging along steadily for well over a year now with his P51 trainer and was recently granted Solo Status. The smile on his face had to be seen to be believed!

I have had a few enquiries about the Annual HMAc Auction. We have delayed it a couple of months this year and the date will be Friday November 7. The venue will be Cosgrove Hall once again and with the warmer weather by then, it should be a great event.

And last of all, don't forget the Annual General Meeting to be held on Friday August 1. This is your chance to come along and hear how the Club is going and also to perhaps put your hand up to help out on the Committee. All positions will be declared vacant. Nominations in writing are preferred for the executive positions.

Kingsley Neumann



Cover Photo



This month's cover shows Steve Masters with his recently completed pride and joy. It is a semi scale model of a Cirrus, manufactured by Phoenix, fitted with an OS 55 glow engine. Steve seconded Max Thomas to do the maiden flight for him. It needed a little right trim dialled in, otherwise flew nicely with a perfect landing. However, the current rough state of the flying field cracked a very flimsy front wheel pant. Steve has now replaced it with a pant and leg from the Great Planes version of the same model. He is at present fitting a pair of Williams Brothers pilots and is keenly looking forward to the next flight with this lovely looking aircraft.

Learning to Fly at Holdfast — by John Jefferson

This article is intended to explain to new students the process of learning to fly at Holdfast Model Aero Club (HMAC). As outlined in the club's By-laws Rule Book, all model flying at HMAC is regulated in accordance with:

- *Civil Aviation Safety Regulations 1998* Subpart 101.G Model Aircraft These regulations are administered by the Civil Aviation Safety Authority (CASA);
- *Model Aeronautical Association of Australia* Manual of Procedures (MAAA MOP) This manual is administered by the MAAA; and
- HMAC specific By-laws and policies.



"... 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 ..."

So what can you expect from an instructor when you join the club and front up on a Sunday morning to start the learning process? First and foremost your instructor will ensure your training is undertaken in a safe manner which complies with the above requirements. You will be given a briefing on the dos and don'ts of flying a model at HMAC; your model will be checked to make sure it has been built/assembled and set up correctly, then test flown to confirm the control responses are suitable for a trainee. Don't be surprised if you are asked to fix, modify or replace an item or items that may adversely affect your model's flying capability or, at worse, its safety. The instructor will decide whether or not a test flight is warranted based on that inspection. This may mean you won't be able to have your first instructional flight until any defects are corrected. However, don't despair as more often than not the kit comes with reasonable instructions which, if followed, usually guide you to put together a flyable model.

If you have any difficulty in assembling or preparing your model, don't be shy in asking a club member for advice. Those of us that have been in the game for a while remember our first tentative steps and certainly don't mind imparting our knowledge and experience to help you understand the intricacies of properly setting up a model. Indeed, our aim is to get you flying safely and enjoying yourself at the same time.



The club's general approach to training is to use a buddy box system, i.e. two transmitters linked with a cable; the instructor uses the master transmitter and the student uses the slave transmitter. This method allows the instructor to hand over or resume control via a switch, which takes a fraction of a second. Initially the instructor will take off and climb to height (usually three mistakes high) and start getting you used to how the model responds to your inputs on the control sticks. As you progress you will be allowed to fly with a single transmitter, and eventually be signed off to fly solo.

Most students will purchase a mainstream brand transmitter, which the club also has and can support use of a buddy box. It is important to note that the club does not have all brands of equipment, so if you purchase a non-mainstream transmitter (eg a bargain you found on-line), we won't be able to set up a buddy box to start your training. Importantly, any transmitter that you wish to use must be approved for use in Australia; the mainstream brands have the relevant approvals. Once again, please ask a club member if you need clarification.

Cont. on p 4 ...

It's Renewal Time!

As you are no doubt aware, the next membership year commences on July 1 and you need to renew your membership no later than June 30 in order to use the Club Flying field and be covered by MAAA Insurance.

By now you should have received a renewal advice by email (or postal mail if you don't have an email address), detailing the fee structure for each membership category.

If you have not received your renewal notice, please contact a Committee member.

Learning to Fly at Holdfast (cont.)



With regard to the actual training, your progress will depend on continuous and regular sessions (weather permitting). The average trainee will take something like six hours of actual flying time to become competent and pass the solo test. Of course this varies according to the individual, regularity of sessions and serviceability of equipment. With regard to equipment serviceability, there are gremlins which have a habit of popping up at most inconvenient times, so it's prudent to have a tool kit and some basic spares handy.

Recently I asked a student for an opinion on his training progress at HMAc. His reply was unexpected but pleasantly positive: "Just do it; and don't worry about crashing because you'll crash at some time anyway." I thought the reply was well considered as it

emphasised his commitment to learning to fly radio controlled models without being inhibited by the fear of crashing. Whilst we try our best to teach safe flying (and fly safely ourselves), there are occasional incidents when something goes wrong, whether it's a structural, battery or radio problem, or the dreaded "dumb thumbs". If this does happen to you, the advice I offer is treat it like falling off a bike – get up, dust yourself off and get back on it again.

So, there's a serious side to model flying where safety is paramount, but there's also a fun side. Once you master the art with our guidance, there's a strong likelihood you'll continue to enjoy this wonderful hobby of ours.

"... there are gremlins which have a habit of popping up at most inconvenient times, so it's prudent to have a tool kit and some basic spares handy..."



Mid-week Instructing



Some Members will be pleased to hear that we have had an offer from Ashley West to take on some regular Mid-Week Flying Training. Ashley is a very skilled flyer and has a great knowledge of computer radios.

I know that Ashley prefers to fly in the afternoons and like all of us he likes to pick his weather conditions to suit. He will be a great asset to the Club. If you want to take up the offer please send a quick note to the Secretary via our website Contact page and he will put you in touch with Ashley.



NOTICE OF ANNUAL GENERAL MEETING

The Annual General Meeting of the Holdfast Model Aero Club Inc. will be held at the O'Halloran Hill Clubrooms on Friday, August 1st, commencing at 8:00 pm. At the conclusion of the meeting supper will be provided.

All members are encouraged to attend as the proceedings will include election of the Committee for 2014-15.

Something to Watch Out For with Electric Motors!

One of our members, Gian Young, recently contacted us to report an incident that occurred with one of his electric models. The details of his email follow.

"I have included the attached photos as a tip for all electric flyers that it pays to periodically check their motor installations. The first I knew about my impending disaster was when the motor leapt out of the front of my model destroying the cowling on its journey.

Fortunately this occurred while I was taxiing, it could have easily happened while airborne.

As can be seen from the photos, the Outrunner's X-mount gave way completely, metal fatigue being the culprit. I am puzzled as to the cause considering that I was using an APC electric prop and went to great pains to ensure it was accurately balanced. The mounting bolts were also nice and tight.

To their credit the distributor of this motor has shown an interest and has forwarded these photos to the manufacturer.

Regards,
Gian Young"



While on the subject of electric motors, just a friendly reminder about the use of electric powered models at HMAc. 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 HMAc Safety Requirements.



Visit the HMAc website - "Technical Articles" for full details of the SafeTag system.



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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 - June 2014

Open class pylon

Tom Jacobsen (Noarlunga) 111
Peter Robertson (HMAC) 88
Graham Paterson (HMAC) 84
Finn Kank (Noarlunga) 81
John Yianni (Connie) 43

WW I combat

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

WW II combat

No missions flown

Standard class pylon

Les Mephram (HMAC) 66
Ian Cole (HMAC) 61
James York (Noarlunga) 60
Mike Keele (HMAC) 57
John Jefferson (HMAC) 45
Peter Oliphant (HMAC) 40



SCHEDULE OF EVENTS

- Wed Jul 2 - MASA Meeting
- Fri Jul 4 - General Meeting
- Sun July 6 - Pylon & Combat
- Wed Jul 16 - Committee Meeting
- Fri Aug 1 - Annual General Meeting

Flying Achievements

Solo: **John Harvey** Instructors - Graham Paterson, John Jefferson

Instructor Roster (July - August)

Date	Instructor	Instructor	Assistant
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
JUL 27	Graham Paterson	Kingsley Neumann	Max Thomas
AUG 3	(Open)	Ross Lloyd	Ted Carter
AUG 10	Matt Jamieson	Graham Paterson	Trevor Baudinette
AUG 17	Ross Lloyd	Peter Robertson	Max Thomas

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.