



HOLDFAST BUZZ

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Don't Forget the AGM !

Please make a note in your diary to attend the HMAc Annual General Meeting on Friday August 1st. See p. 4 for further details



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Send details & photos to Geoff Haynes –
buzz@holdfastmac.com.au



John Harvey (left) was thrilled to achieve Solo status recently. Here he is receiving his certificate from Kingsley Neumann (HMAc President)



Kingsley Neumann

"...Please be careful approaching the gate. It is tempting to sneak along on the painted verge, forming an illegal third lane ..."

From the President

The tractor is back. Long live the tractor! We were fortunate to get the engine repairs done at a reasonable price and Graham Paterson has driven the beast with its newly invigorated engine. Let's hope we can get another twenty years from the old girl. An added bonus in sticking with the old tractor is that we are not urgently required to build a new shed to accommodate a newer and taller tractor.

The Committee has decided to opt for improvements on the flight line as a matter of priority. I have no doubt that the cold and windy weather has galvanised opinions on this. A presentation was made at a recent Social Meeting of the Club, showing a possible design for at least one iron roof structure with walls on three sides, to replace one of the shade cloth structures. This proposition will be put to the Annual General Meeting on August 1st for approval. There are other possibilities and if you have any ideas and want to get involved, try and make it to the AGM.

I must admire some of our Members who have turned up at the field recently in freezing conditions to get a few flights in. We only have a very low number of learners at the moment. Call it the "Low Season" if you like. Numbers should pick up as the Winter eases into Spring. I must be getting a bit soft I suppose. I prefer a nice warm and sunny day. It won't be long, I'm sure. Meanwhile, there is always that unfinished project in the shed (as long as I have the heater on).

The Monday Morning Coffee Club has grown. It is very interesting to see what people are up to, especially with vintage projects and scratch building. It is not a closed group. Why not come along at about 10.30 on a Monday and make yourself known? We are fortunate to

have Bob McEwin in the group. He has vast experience with the custom router cutting of partial kits. He now has a new machine that does an excellent job in less time and with more accuracy than his previous very accurate jobs. All Bob needs is a set of plans from you and he can cut out a kit.

Speaking of sheds, I have it on good authority that people are having a good dig around and cleanout in preparation for the HMAC Auction. I will be selling a heap of planes. I believe it is a bit like old clothes in the wardrobe. If you haven't used them for a couple of years – get rid of them. I must admit that it is hard when you reflect on the enormous amount of time that it took to scratch build some models.

You may have noticed the newly painted Yellow Line on the verge of Lonsdale Road near our gate. This was suggested by a couple of Members to try and prevent thoughtless motorists from blocking our gate. It seems to be working. Our thanks go to Marion Council.

Please be careful approaching the gate. It is tempting to sneak along on the painted verge, forming an illegal third lane. I have checked this out with traffic police and it has been confirmed that painted verges and painted islands can be crossed to access property but must not be used to overtake or travel in. This particularly applies when merging from Majors Road at the lights.

See you at the AGM!

Kingsley Neumann



UAV Presentation



This photo shows a selection of Un-manned Aerial Vehicles (UAVs) which were on display at the June Social Meeting. Ian Williams and Joseph Tan gave some very interesting insights on the technology, set up, control and applications of these devices, ranging from pure fun flying to serious commercial usage.

MAAA has recently incorporated the certification of multi-rotor models into its Manual of Procedures (MOP). MOP027 covers the classification and awards, while forms MAAA041 and MAAA042 describe the proficiency requirements for Bronze and Gold Wings respectively.

Pardon My French! — by John Jefferson



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.

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, Édouard Nieuport, Gabriel & Charles Voisin

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 stabilizer, elevator, vertical fin, and rudder.

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

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

Origin: 1910–15; French; see cabin.

Decalage - The difference between the angles of incidence of the upper and lower wings of a biplane (or multiwing).

Origin: French *décalage* a shift, gap, displacement.

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), French physicist, who invented it.

When flying our models we rely on batteries as a source of power for operating servos or electric motors, those batteries are commonly nickel metal hydride or lithium polymer chemistry. 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.

Last but not least, we have 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.

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 and flying our models at Holdfast.

Sur l'aérodrome...on the field!





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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 - July 2014

Open class pylon

Vin Pike (HMAC) 96
Peter Robertson (HMAC) 85
Finn Kank (Noarlunga) 65

Standard class pylon

Ian Cole (HMAC) 67
John Jefferson (HMAC) 58
Les Mephram (HMAC) 55
Peter Oliphant (HMAC) 50

Electric class pylon

Bob McEwin (HMAC) 88
Ian Cole (HMAC) 72

WW I combat

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

WW II combat

No missions flown



SCHEDULE OF EVENTS

- Fri Aug 1 - HMAC AGM
- Sun Aug 3 - Pylon & Combat
- Wed Aug 6 - MASA Meeting
- Wed Aug 20 - Committee Meeting
- Fri Sep 5 - Social Meeting

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.

Instructor Roster (August - September)

Date	Instructor	Instructor	Assistant
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
AUG 24	Kingsley Neumann	(Open)	Ted Carter
AUG 31	Ross Lloyd	John Jefferson	Trevor Baudinette
SEP 7	Peter Robertson	Matt Jamieson	Max Thomas
SEP 14	Graham Paterson	(Open)	Ted Carter

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.