



HOLDFAST BUZZ

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ANOTHER GREAT AUCTION

Good attendance, lively bidding & nice door prizes made for a successful 2015 Annual Auction



HMAC Christmas BBQ

Join the gang on Sunday Dec 6th from 12 noon for the Annual Christmas BBQ and Trophy Presentation. More details on page 2

Make a Difference!

Join the HMAC Committee and be part of a team that works well together and strives to make HMAC the best Model Aero Club in SA



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@holdfastmac.asn.au for inclusion in a future edition of BUZZ.

Committee Report

The Committee will provide regular reports to Members via this column in BUZZ. Any important items will be notified directly to Members by e-mail.

The Committee met on Wednesday 18 November and here are some of the things that were discussed:

The Treasurer, John Boath reports that we now have just over 100 flying Members. Our income vs expenditure is looking very healthy. We anticipate expenditure in the near future on paving for the shelter area.

Considerable items of correspondence were recorded and it is interesting to note the number of enquiries about Club Membership.

The Auction returned a nice profit and thanks go to careful entry fee collectors on the night and sales at the canteen. Certificates of appreciation have been forwarded to our generous sponsors.

Marion Council has requested further information regarding the shade structure proposed over the public viewing area. This will be installed this summer and expenditure is covered by the small grant we received from Marion Council.

Final details were discussed for another visit by the Autism Intervention Group from Blackwood High School on Tuesday 24 November. The same group of students has been invited back for some Air Experience because their last visit was plagued by

horrible weather. This time the weather looks OK and the services of several Instructors will be used to give the students some stick time on our training planes.

Geoff Haynes announced that Modelflight has signed a sponsorship agreement that enables us to move ahead with the Low cost Integrated Flight Training (LIFT) program. This exciting development provides us with new Club Training aircraft and modern RC equipment. HMAc field will be made available to Model Flight from time to time for Flight Testing and filming of new products. More details are available on page 3.

A proposal was presented by Kingsley Neumann to introduce a Chief Flying Instructor position in the Club. This is particularly important as HMAc is certainly the most prolific Flight Training Club in SA and in conjunction with the LIFT scheme we expect to have a high demand on Instructors.

Details of the Christmas BBQ were discussed. It will be an event similar to those in the past. The date is Sunday 6 December from 12.00 midday. A different arrangement for food collection will be tried this year. A memorial trophy for Ross Lloyd will be introduced along with the usual trophy presentations. The Club will supply food and soft drinks.

Kingsley Neumann
Vice President



Kingsley Neumann



Christmas BBQ and Trophy Presentation

Sunday Dec 6th from 12 noon

Keep this day free to celebrate Christmas with your fellow members (spouses/partners welcome).

A BBQ lunch and refreshments are provided (BYO alcohol).

The presentation of Annual Award trophies will also take place at this event.



Looking for a Bargain?

Check out the "Buy & Sell" page on our website.

Flying Achievements

Solo

David Wiffen

Instructors - Graham Paterson, Kingsley Neumann



“LIFT” - Making it Easier to Learn to Fly - by Geoff Haynes



As some of you may have heard at recent Club Meetings, the Committee has been discussing ways to grow its membership. An increase would allow the operating costs to be spread across a greater number of members and thus keep the annual fees at an affordable level.

One of the biggest obstacles to Club growth is the relatively high cost of getting into the sport of model flying. By the time you add club membership and joining fees, insurance and the price of a model aircraft and radio system, this amounts to many hundreds of dollars. The committee devised a plan to provide a set of Club Trainers that use state of the art technology, are easy to fly and repair, provide consistent flight characteristics for both student and instructor, allowing the student to attain the necessary flying skills before outlaying any money to buy their own equipment.

The chosen system comprises an Apprentice 15e with SAFE technology, a DX5e transmitter for use by the student and a DX6 transmitter for use by the instructor. The master-slave connection is made wirelessly, eliminating clumsy buddy cords, and the voice prompts in the DX6 confirm every change in flight mode, servo control rates and instructor/student status. The system has been named “Low cost Integrated Flight Training (LIFT)”.

The next challenge was that of funding the project. Kingsley Neumann and Geoff Haynes arranged a meeting with Mike O'Reilly, Managing Director of OMP, and proposed an exclusive 2 year sponsorship agreement in which HMAC would offer promotional benefits to Modelflight in return for the supply of 3 complete trainer systems as per the above specifications. Mike saw merit in the proposal and subsequently signed an agreement confirming the terms.

The training systems have since been delivered and are currently being assembled, configured and tested in readiness for Sunday training sessions.

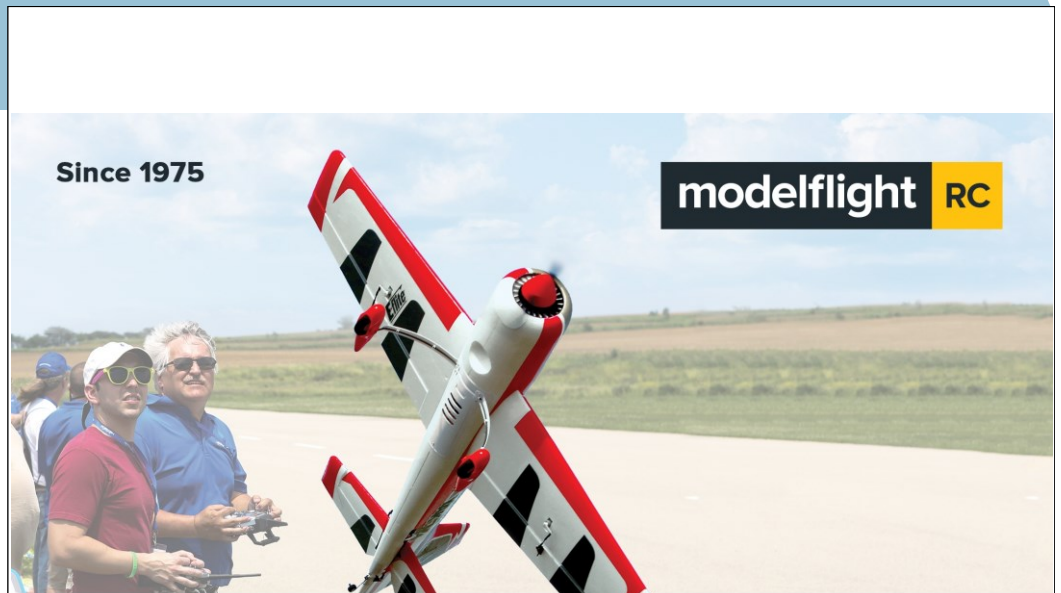
To further promote the LIFT program, flyers have been printed for inclusion in an information pack that can be given to prospective new members when they visit the field. Teardrop banners have also been designed and these will be displayed when appropriate to gain the attention of passers-by, inviting them to “Come and Try - Learn to Fly”.

The next phase of the project is to increase the number of Instructors on the Sunday morning roster. There are several members suitably qualified for the task, and the advent of the LIFT program makes the instructor's job SO much easier because of the consistency of training equipment to be used with new students.

So please, if you can help out as an instructor, contact one of the committee members and contribute to the future success of this exciting program to grow our membership.

“... The committee devised a plan to provide a set of Club Trainers that use state of the art technology, are easy to fly and repair, provide consistent flight characteristics for both student and instructor .. “





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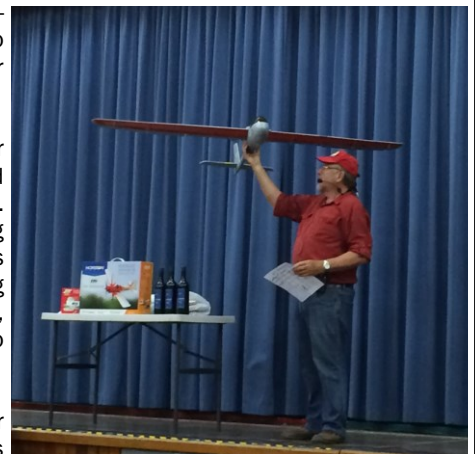
Annual Auction Enjoys Good Attendance

Once again, the HMAAC Annual Auction was well-patronised by approximately 100 visitors eager to snap up a bargain or put up for auction their equipment surplus to requirements.

The doors opened at 6:30 pm this year, allowing for an earlier start of trading. Modelflight also provided an impressive variety of equipment "On Special". There was some lively bidding for items being auctioned, and Kingsley Neumann lived up to his reputation as a spirited auctioneer, adeptly pushing the buyers to outbid each other. As for bargains, some items actually went under the hammer for zero cost - a first at our Auctions!

Ticket and refreshment sales were sufficient to cover costs and make a modest profit in line with the Club's budget.

Our thanks go to Modelflight, Model Mania and Minnow Creek Wines for their generosity in providing door prizes.



Welcome to New Members

The Club extends a warm welcome to **Lionel Dieperink, Robert Muckalt, Stephen Turner, Ronald Harwood** and **Dail Opulskis** who have joined in recent months. We hope you enjoy participating in this fascinating sport and we look forward to your continuing membership.

Smoothie - it Flies ! - by John Jefferson



A couple of months of balsa bashing and the Smoothie's build was finished. It was time to come up with a colour scheme. I decided on silver wings and tail feathers, white fuselage with some red and blue trim to finish off. A few hours later she looked resplendent in her new livery.

Next step – install the electrics and connect the control runs. The inside of the fuselage isn't all that generous but all the bits and pieces went in as planned; well, sort of. My original thought was to attach the speed controller underneath the battery tray where there was ample space.

However, that spot happened to be just above the landing gear plywood mount which I'd already glued in place. No more access! Oh well, a little pondering, a little surgery and it fitted nicely about 15 mm above the top of the battery bay. My main concern was to ensure there would be enough cooling air so I hollowed out the underneath of the top hatch to increase airflow around the controller and battery. Oh, and I didn't forget to make a decent outlet in the bottom of the fuselage to allow the air to escape. This is one of the downsides of building an electric powered version of a model that was designed some 40 years ago specifically for glow power. Not to worry, it was an easy fix.



"... I had some reservations about the model kangaroo hopping whilst landing because the undercarriage legs were set a long way forward of the wing's leading edge, but I needn't have worried ... "

The cockpit was a tight squeeze for the pilot so I had to do some surgery on him also. Off with most of his torso and a little off each shoulder; poor chap. Nevertheless he was able to set himself up comfortably in his new office.

OK, time to plug in a battery and set up control throws as recommended in the instruction manual. I also set lower rates for elevator and ailerons just in case the recommended ones were too sensitive. (It turned out I didn't need the low rates.)

Next, check the centre of gravity. With the battery as far forward as I could get it I had to add 50 grams of lead in the nose to balance at the recommended position. Hmm, I guess today's 46 equivalent electric motor isn't as heavy as a 1970's 46 size two stroke engine.

At last, a nice day to undertake the maiden flight. Off to the field with freshly charged batteries. Fit the wing, insert a battery, check the controls, do a range check, check C of G again. Take her onto the grass, taxi around to see how she responds on the ground. No tendency to tip over, which can be a bit of a problem with tail draggers. So far so good. Check wind sock, line up into wind, feed in power and away we go. She was airborne after a shortish ground run. Climb to height – two mistakes high – and settle down to trim her out. She needed a few clicks of up elevator and left aileron to fly hands off. A gentle flyer indeed. Let's see how she lands – lose height, slow down, line up and a pretty good three point landing even if I say so myself. I had some reservations about the model kangaroo hopping whilst landing because the undercarriage legs were set a long way forward of the wing's leading edge, but I needn't have worried.

Fresh battery and up we go again. Time to check how she stalls – benign, no wing drop, almost refusing to stall. Let's try a roll and loop – no problem. Another nice landing.

Glad I selected that kit. It was a pleasant build, and even more pleasant to fly it. She certainly flies exactly like her name, a Smoothie.

There's that itch again, an empty building board is most disconcerting. I need to work on something even though I've run out of storage space. What will the next project be I wonder?





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

4th October

Open class pylon

Tom Jacobsen (Noarlunga) 112
Graham Paterson (HMAC) 97
Peter Robertson (HMAC) 87
Finn Kanck (Noarlunga) 85
Vin Pike (HMAC) 73
Greg Leigh (Noarlunga) 67

Standard class pylon

Mike Keele (HMAC) 74
John Jefferson (HMAC) 73
Ian Cole (HMAC) 66
Les Mephram (HMAC) 54

Electric class pylon

John Jefferson (HMAC) 89
Ian Cole (HMAC) 81
Luke Szarek (HMAC) 50
Bob McEwin (HMAC) 31

WW I combat

Barry Grivec (HMAC) 6
Merv Harris (HMAC) 6
John Jefferson (HMAC) 1
Peter Robertson (HMAC) 1
Max Thomas (HMAC) 1

WW II combat

John Jefferson (HMAC) 6
Barry Grivec (HMAC) 1

1st November

Open class pylon

Peter Robertson (HMAC) 98
Graham Paterson (HMAC) 86
Finn Kanck (Noarlunga) 82
Tom Jacobsen (Noarlunga) 50
John Yianni (Connie) 22

Standard class pylon

John Jefferson (HMAC) 76
Ian Cole (HMAC) 54
Les Mephram (HMAC) 38
Peter Oliphant (HMAC) 24

Electric class pylon

No races

WWI combat

Peter Robertson (HMAC) 9
Luke Szarek (HMAC) 7
Merv Harris (HMAC) 4
John Jefferson (HMAC) 4

WWII combat

No missions flown

SCHEDULE OF EVENTS

- Wed Dec 2 - MASA Meeting
- Fri Dec 4 - General Meeting
- Sun Dec 6 - Christmas BBQ
- Wed Jan 20 - Committee Meeting
- Wed Feb 3 - MASA Meeting
- Fri Feb 5 - General Meeting
- Sun Feb 7 - Pylon & Combat

Instructor Roster (December - January)

Date	Instructor	Instructor	Assistant
NOV 29	John Jefferson	Graham Paterson	Trevor Baudinette
DEC 6	Kingsley Neumann	Peter Robertson	Max Thomas
DEC 13	John Jefferson	Graham Paterson	Ted Carter
DEC 20	Kingsley Neumann	Peter Robertson	Trevor Baudinette
DEC 27	Christmas Break		
JAN 3	Christmas Break		
JAN 10	John Jefferson	Graham Paterson	Max Thomas
JAN 17	Kingsley Neumann	Peter Robertson	Ted Carter
JAN 24	John Jefferson	Graham Paterson	Trevor Baudinette

The following instructors are often available and are invited to assist when they can:
Luke Szarek, Shawn Jones, Alan Ayles, Ian Cole

The Club is fortunate to have a dedicated band of Instructors and Assistants who offer their services to learners almost every Sunday. We would like to have more people on the Roster to ease the workload. If you can help please speak up and we can arrange the necessary Instructor Course. Gold Wings standard is a prerequisite for all Instructors.