



HOLDFAST BUZZ

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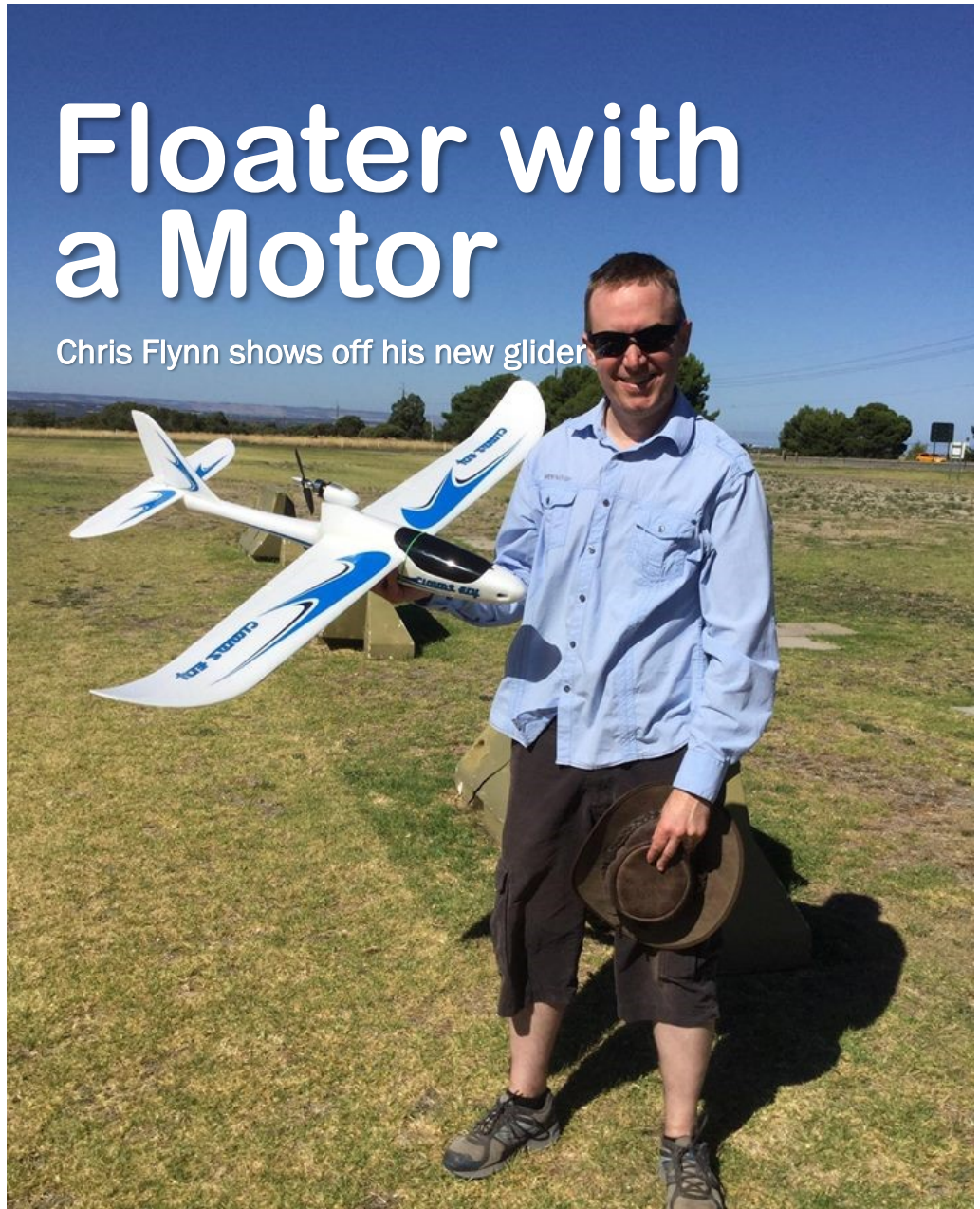
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April 7th - Save the Date!

Join your fellow members at the HMAc General Meeting on on Friday April 7th. Modelflight will be presenting some of their range of multi-rotor aircraft. You'll be amazed by the technology crammed into these devices.

Floater with a Motor

Chris Flynn shows off his new glider



Chris Flynn is a recent member who has progressed well through the LIFT Program. He is shown here with his AXN Floater, a nippy little powered glider with very nice flight characteristics.

HMAc proudly sponsored by
modelflight RC

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.



Kingsley Neumann

"... Members with quads are invited to have an attempt at flying the pylon course in a special event at the next Pylon Day on the 2nd of April. ..."

From the President

The field is looking quite reasonable for this time of the year, thanks to the summer rain and careful mowing and fertilizing. The challenge now is to keep it that way. Most people would realise that it costs the Club a large amount of money to irrigate the grass areas and we are grateful for any assistance from above!

We have developed a strategy to minimise cracking where the sprinklers don't reach. Basically the grass is left to grow much longer. This helps to hold the soil together. As a result the eastern side of the field has quite long grass at the moment. Anyone who chooses to land in the long grass does so at their peril. Long grass will spoil your landing and possibly damage your aircraft.

There is a more than adequate operational area with neatly trimmed short grass available for landing and take-off. We should all be aware of this and for some, landing accuracy should be improved. If it looks like you have set up for an off-line landing, initiate a go round if possible and try again, aiming for the prepared runway. Remember to use the High Visibility fence markers to get lined up on the best landing area. Even and angled approach due to cross wind can usually be accommodated because the landing strip is quite wide.

From time to time people need to be reminded of Club safety rules so I have made a list of commonly observed violations. You will find them elsewhere in this issue. Please read them and have a think about your recent flights. We all make mistakes but we must be

vigilant. Rules are rules and we will all benefit from a safe operating environment. Any Member observed to consistently flaunt the rules will be spoken to.

We do not teach the flying and handling of Quad copters or "Drones" but a number of Members do own these machines. Experienced fixed wing pilots may operate them in the same manner as Helicopters in the early stages. This means that you should get another experienced person to check your settings first and be aware of the implications of any "return to home" GPS settings. The place to practice is in the open area south of the shelter shed but clear of the flight path used by normal circuit traffic. Keep well away from the road and the pits. Quads do not integrate well with fixed wing planes but you may be able to find a time when there is no conflicting traffic, allowing use of the main field.

Members with quads are invited to have an attempt at flying the pylon course in a special event at the next Pylon Day on the 2nd of April. Please remember that all RC aircraft must be operated with visual control at all times. Any use of FPV must be done in partnership with an observer. The rules are clearly laid out in MAAA MOP 066. These rules are made in conjunction with CASA and apply to everyone whether operating at our Club Field or anywhere else.

Kingsley Neumann
President



Recently Observed Violations of Club Rules

Sometimes we are not as careful as we could be in the operation of our models. Sometimes circumstances beyond our control can cause a model to be put in an unusual situation. It can happen to all of us. However if persistent violations are observed by any individual, you can expect to be spoken to!

1. Landing, taking off and overflying closer than 10 metres from the flight line barriers.
2. Landing and taking off directly towards the flight line. Taking off to the NE, E or SE directly away from the flight line is OK but landing into the wind requires a great deal of care and must not be towards the flight line.
3. Flying too far north of the field and therefore infringing the Majors Road area.
4. Not displaying a Green Safe Tag to indicate an unarmed electric model in the sheltered areas. If you don't have a Safe Tag please secure your model with a ground anchor on the normal pits places for IC powered aircraft.
5. Leaving a vehicle for extended periods in the pits car park. This area is strictly for loading and unloading equipment. The vehicle should be parked in the large car park. The purpose of this rule is to give everyone easy access.

The Club By laws are available here:

<http://holdfastmac.asn.au/general-info/flying-rules-and-regulations/>

Build Project - DH82 Tiger Moth - by John Jefferson

I couldn't resist it. Another model for my collection and a biplane at that.



How I got my hands on the Tiger is an interesting little story. Older son Phillip (and HMAC member) works at an auction house. Every fortnight the auction house has a deceased estate auction, with many of the lots being submitted by the Public Trustee. Anyway, while I was perusing the lots Phillip pointed out a box containing an ARF Tiger Moth kit. Expecting a box of used and/or broken bits and pieces I was surprised to find an unassembled kit with all parts still in their original wrapping. This immediately grabbed my attention. It was obviously an old kit as the assembly manual recommended a speed 400 electric motor with an 800 mAh NiCad battery pack. The motor mount was made for a particular brand of motor, but it could easily be modified to suit a modern outrunner motor powered by a LiPo battery. The wings, tail feathers and fuselage were already built up and covered with no damage, warps or twists. Yes, I had to get it.



The auction started and when the Tiger came up there was an on-line bid of \$50. I thought okay, looks like I'm in for a bidding war. I offered \$55 and waited for the unknown on-line bidder to make the next move. No response, so the auctioneer's hammer came down in favour of my bid.

"... She was a handful; it was obvious she was tail heavy. In for a safe landing and home to sort out the centre of gravity and double check the decalage between the top and bottom wings. ..."

Once home I listed all the parts needed to finish the model. Being small and light I couldn't use any of my spare electric motors, speed controllers or servos; they were too big and heavy. Fire up the internet, out with the credit card and submit an order for a small 2200 kV electric motor, 40 Amp speed controller, mini servos and 800 mAh 3S LiPos.

The electric equipment duly arrived and the assembly process started. First I had to modify the motor mount to accept the small outrunner, making sure the thrust line was maintained as well as adding a little right and down thrust. Luckily the mini servos fitted in the cut-outs without the need for surgery. I did have to make a tray for the LiPo battery; it was a bit finicky but came out OK. The rest of the assembly was straightforward with no drama. At this point I realised the decals were missing from the box. No matter, instead of a military training scheme I decided on a civilian scheme.



Time for the maiden flight. All systems checked, freshly charged battery, range check and good to go. Off she went, up into the wild blue yonder. She was a handful; it was obvious she was tail heavy. In for a safe landing and home to sort out the centre of gravity and double check the decalage between the top and bottom wings.

The decalage was good but I ended up adding 130 grams of lead at the front. This should tame her down considerably. I wasn't worried about the extra weight as the modern electrics would be much lighter than the original recommended equipment.

Time for take 2 of the maiden flight. Pete Robertson and Luke Szarek were at the field so I co-opted them to be wing men/trim operators if needed. Usual checks completed and commit to aviation. This time she took off and flew reasonably well after a few clicks of right aileron trim. She was very slow to roll and turn until I realised she needed rudder input just like the full size version. In for a landing which was easily accomplished.

Back home I added some more aileron throw and mixed in rudder with aileron which should improve its flight characteristics. Overall I was pleased with the purchase; a good model for those calm conditions where you can gently float around and enjoy some relaxed flying.

Club Merchandise

If you haven't yet done so, you should consider purchasing a new Club shirt and/or cap so you look the part on the field. Our Anniversary merchandise looks very smart in its new colours and the prices are very reasonable given the high quality. See a committee member for availability.



Club Cap - \$12.00



Club Shirt - \$30.00
Sizes - S, M, L, XI, XXL



Cooler Bag - \$10.00



Racing Action at Hobby Habit

For anyone interested in R/C car and drone racing, Dave Whitton, Ian Williams and Andy Hollitt meet at Hobby Habit (Daws Rd) on Wednesday mornings for Radio Controlled car racing. They run Tamiya Minis, Slot Cars, Touring Cars, Drift Cars, Short Course Trucks and anything else that's fun: <https://www.youtube.com/watch?v=X5XsHp5YERQ>

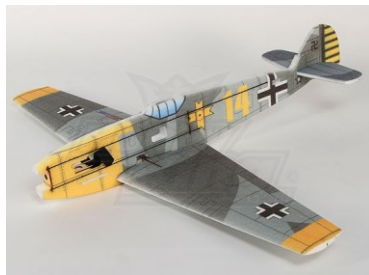
They also fly micro FPV Quadcopters and fixed wing:
<https://www.youtube.com/watch?v=r-umcoASq8U&t=2s>

Visitors are most welcome!

Cheap Entry into Combat Flying

HMAC's monthly competition days have started for 2017 but there has been limited interest from club members so far. February's weather was not conducive for combat whilst March's weather certainly was. One club member came prepared for WWI and WWII combat in March but there was nobody to fly against!

Given the proliferation of foamie electric aircraft these days it's possible that our newer members have not had the opportunity to build a model using traditional building materials like balsa and ply. Some of our older and wiser club members have suggested the use of profile foamie combat aircraft. Now there's a great idea! Why not get yourself one of those together with the necessary electrics and join in the fun of dogfighting with your fellow club members on that first Sunday of the month. I guarantee you'll have a ball. Here's a sample of what is available from a well-known online hobby shop:



This great looking ME109 is made from virtually unbreakable EPP foam and is ideal for combat dogfighting with your flying buddies.

Easy and fast to assemble, it is cheap to build yet will provide hours of fun, very easy to repair if you do get pretty badly shot up, some cyano and kicker will be all it takes to get you back out on the next sortie!

Or you could even build your own foamie warbird using one of these free plans:

http://www.rcfoam.com/stpg.php?page_id=free_rc_airplane_plans

General Meeting Presentations

To give members a clearer picture of what to expect at our Monthly General Meetings, we will now publish a list of upcoming presentations for several months ahead. This listing will be updated in each issue of BUZZ, as well as the HMAC website. The currently scheduled presentations are listed below.

Month	Theme	Presenter/Details
April 7	FPV and drones - what's new	Modelflight
May 5	Flight Simulation - extending the realism	Geoff Haynes
June 2	Full-size Flying	Steve Nelson & David Wearing-Smith



Welcome to New Members

We extend a warm welcome to **Nat Carter** and **Trevor Smith** who have joined the club in recent weeks. We hope you continue to participate in this enjoyable, sometimes challenging, sport.

Looking to Buy or Sell R/C Gear?



Why not use our free Buy & Sell service on our Web Site. Send details & photos to Geoff Haynes – buzz@holdfastmac.asn.au



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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

February 5th

No competition due to adverse weather

March 5th

Open class pylon

Tom Jacobsen (Noarlunga) 100
Graham Paterson (HMAC) 79
Finn Kanck (Noarlunga) 78

Standard class pylon

No races flown

Electric class pylon

Greg Leigh (Noarlunga) 112
Bob Tait (HMAC) 97
Ian Cole (HMAC) 37

WW I combat

No missions flown

WW II combat

No missions flown



SCHEDULE OF EVENTS

- Sun Apr 2 - Pylon & Combat
- Wed Apr 5 - MASA Meeting
- Fri Apr 7 - General Meeting
- Sat Apr 8 - Working Bee
- Wed Apr 17 - Committee Meeting
- Wed May 3 - MASA Meeting
- Fri May 5 - General Meeting
- Sun May 7 - Pylon & Combat
- Wed May 17 - Committee Meeting

Working Bee - Saturday April 8th

Please help us with a general clean-up of the Club site on Saturday April 8th, commencing at 9:00 am. It requires only an hour of your time, and many hands make light work. Tasks include rubbish collection around the field, some crack-filling and repair of paving on the clubroom verandah.

Instructor Roster (April - May)

Date	Instructor	Instructor	Assistant
APR 2	Graham Paterson	Peter Robertson	Geoff Haynes
APR 9	Kingsley Neumann	Max Thomas	Trevor Baudinette
APR 16	John Jefferson	Graham Paterson	Ted Carter
APR 23	Peter Robertson	Kingsley Neumann	Geoff Haynes
APR 30	Max Thomas	John Jefferson	Trevor Baudinette
MAY 7	Graham Paterson	Peter Robertson	Ted Carter
MAY 14	Kingsley Neumann	Max Thomas	Geoff Haynes
MAY 21	John Jefferson	Graham Paterson	Trevor Baudinette
MAY 28	Peter Robertson	Kingsley Neumann	Ted Carter
JUN 4	Max Thomas	John Jefferson	Geoff Haynes

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

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.