



HOLDFAST BUZZ

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modelflight RC

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Annual Auction November 2nd Save the Date!

Bring your unwanted equipment to Cosgrove Hall, or just bring cash to bid for a bargain! Full details on p. 7

Our thanks to all members who came to the Club's Working Bee on Saturday September 8. We had a good response with 12-15 helpers in attendance. Tasks included construction of a ramped surface in front of the new storage shed, laying a path to the external toilet, painting outdoor furniture, shade cloth repair and general cleanup. Great work, chaps!

From the President



Kingsley Neumann

"... I am very interested in getting more Gold Wings rated Members onto the Instructor Team. We have made provision for persons to assist in practical teaching on the flight line before gaining the MAAA qualifications ..."

At long last the weather is warming up and flying days are looking much better. Refresher Training for our rated Instructors is now mostly completed, but if anyone missed out we still have plenty of time to fit you in before the MAAA deadline at the end of 2019.

A very successful HMAAC Instructor meeting was held and 8 of our regular Instructors attended. One of the most important items was the nomination of a Chief Flying Instructor. The Committee agreed with the nomination and I am pleased to announce Kim Whitburn as the very first Chief Flying Instructor for our Club. A profile for Kim will be published so that everyone can get to know him better.

HMAAC has a very good reputation for RC Flying Training and in particular the LIFT program which is very successful. The Club has 22 rated Instructors but only a handful (less than 6) are available to fill the roster. This makes it very tough on the regular volunteers who rarely get a weekend Off Duty. I am very interested in getting more Gold Wings rated Members onto the Instructor Team. We have made provision for persons to assist in practical teaching on the flight line before gaining the MAAA qualifications. These people are known as Club Instructors and they, together with our Assistant Instructors, have the potential to alleviate the workload on our MAAA Instructors.

In due course, Club Instructors will achieve fully qualified MAAA Instructor status. So if you would like to help, please contact the CFI and we will get you up and running within a very short time. It can be a very rewarding experience to teach people to fly RC. The amazing fleet of SAFE and AS3X stabilised

Apprentice 15e aircraft with Spektrum radios, make the whole process so much easier and safer than years ago. Thank you Model Flight!

Members may have noticed some strange looking Flying Wing models at the flight line lately. These are the almost indestructible "Assassins" which Chris Flynn introduced to us. We initially imported 10 kits but the interest is growing and we can easily do another order. The Social Meeting on Friday 5th October will be dedicated to building and setting up of the Assassin. In addition we will look at more videos and try to decide on several events for the Competition Day on Sunday 7th October. Of course, Pylon and scale Combat will also be held on that day and given priority. I am hoping for some renewed interest in Fun Fly events such as Limbo and Spot Landing with the Assassin. If you hit the ground you just pick the plane up give it a quick check and relaunch. They are tough!

The recent Working Bee was very well attended and most jobs were completed. There is still a lot of tidying up to do and that will be attended to by small groups. The time is approaching for us to occupy the new shed. That will generate even more rubbish as we clean out the old sheds. So if you see people working over there, why not wander over and give a hand?

The warm dry weather will be on us very soon and we must be prepared for some cracking of the clay soil. The Committee will keep a supply of topsoil available for patching up. Now if only we had a nice Ride On Mower with a little trailer wouldn't that be handy?

Kingsley Neumann
President



October General Meeting

Please join us on Friday October 5th at 7:30pm for an informal social gathering. We will update you on Club activities, in particular our plans for fun fly events based on the Assassin flying wing (see p. 4). Members are also welcome to bring along their latest creations for "show & tell". See you there!

Balsa Bashing a Banzai Zero (part 2) - by John Jefferson

There has been positive progress with the Zero's completion as the finishing touches have at last been applied.



Whilst the actual building of the model was being undertaken I pondered which colour scheme to use as there were two main colour schemes used on the aircraft during World War II (with shading variations within the two schemes apparently). The two main colours were dark green and grey/white. I was not keen on dark green as a dark model against a dark cloud background could pose problems with visibility. I decided on a light/medium grey scheme notwithstanding it was not an accurate rendition of the scheme used by the Imperial Japanese Navy on its Zeros. After all, my model is only semi-scale which gives me leeway to adapt as necessary. On-line ordering is so easy these days; it took no time to order the covering film and Hinomaru (red sun) decals.



As soon as the covering was delivered out came the sealing iron and heat gun. The task was completed without difficulty and looked reasonable, although compound curves such as wing tips do tend to try my patience somewhat. I thought I'd leave affixing the decals until after the maiden flight as you never know what may happen during this uncertain time. If a rebuild became necessary at least I'd have a set of unused decals on hand.

Next step was attaching the ailerons, elevator and rudder using CA hinges. This was followed by installation of the servos, control rods and horns, receiver, switch harness and flight battery. The battery was left loosely secured until the engine, fuel tank, cowling, propeller and spinner were installed, so that the weight of the battery could be used to adjust the centre of gravity. I made sure the engine had a couple of degrees of right thrust as well as down thrust. A simple task using washers behind the engine mounts to get the required alignment. As it turned out I had to add 20 grams of lead to the tail to get the C of G correct.

Not having any information on the amount of control surface movement for the ailerons, elevator and rudder, I used the specifications from my former WW II combat plane, the P51 Mustang, as a starting point given that it was somewhat similar in size and shape, then adjusted it with the application of good old fashioned Eyeball Mark I to make sure it looked right. When this was done I set up dual rates for the aileron and elevator – low rates 80% of the high rates, plus a bit of exponential for both rates. As I had separate servos for the ailerons it was a straightforward exercise to set aileron differential (more travel when the aileron goes up and less travel when it goes down in order to counteract adverse yaw). Finally I made sure the failsafe was set up so that the throttle went to idle if radio contact was lost between the transmitter and receiver.

The weight of the model ended up as 1.53 kg or 3.37 lb. I calculated the wing loading to be in the order of 25 ounces per square foot (using imperial measurement). This is a little high, reflecting my propensity to over-engineer my models and make them a bit heavier than what the designer intended. Nevertheless, it should still fly quite nicely.

Now it was time for the moment of truth, the maiden flight. Checking the weather forecast I selected a day with gentle wind, around 10 knots. At the field I prepared the model; flight battery charged, control throws and rates checked, radio range check undertaken and filled the tank. Engine started and tuned then out onto the field for some taxiing trials. So far so good; let's see how she flies. Taxi to the end of the field, line up into wind, pause and take a deep breath, gently open the throttle, pick up speed, keep it straight, lift off. Wow, she kept on climbing, so I had to trim the elevator down quite a few clicks. Once that was sorted I noticed there was a slight roll to the left, so a couple of clicks of right aileron trim were applied. Now she was able to be flown hands off. Time to land and refuel. On the second flight I checked the stall then tried a couple of basic aerobatics, a roll and loop, which went reasonably well. On the third flight I was enjoying the experience, good fun indeed and the satisfaction of having the model in the air after all the time spent building it in the workshop.



"... I calculated the wing loading to be in the order of 25 ounces per square foot (imperial measurement). This is a little high, reflecting my propensity to over-engineer my models ..."



Balsa Bashing a Banzai Zero (part 2) - cont.

Getting the model back home in one piece was an added bonus. After a thorough clean and check of the airframe, I applied the decals which made it look the part.

Next time I went to the field there was hardly any wind, which promised a good flying day. The Zero performed well until it was time to land. Coming in on finals I was slowing down and about half a metre above the grass when she ballooned a little and suddenly entered a tip stall, dropping the right wing followed by the inevitable cartwheel. Not a pretty landing. Luckily the damage was minimal, a couple of fractures easily repaired with judicious use of glue. I put down the cause to the fact that as the model had a relatively high wing loading, which means a higher stall speed than a lightly loaded wing, which in turn meant I should have kept the speed up on finals, not letting it decay too much before touchdown. Lesson learnt.

Now I'm confident the Zero is ready to fly combat missions - Banzai!

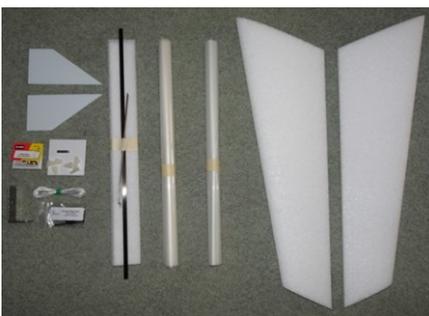


The Assassin Project - by Chris Flynn

Flying wings (or delta wings) have been sparking my interest for a while. It amazes me how they stay up in the air and they look simple and exciting being fast and agile 3 channel fun. I was on the lookout for a good flying wing for my collection and I stumbled across a site called **Crash Test Hobby** in the USA who boast to have the world's most indestructible flying wing called "The Assassin". After watching videos of them flying into brick walls, bouncing off other solid objects and the fun and games they have with these tough planes day and night including full contact combat, I thought that this could be the wing for me. They only come in kit form and I ordered one with a little trepidation about purchasing from a small business in the USA.



To my delight the kit arrived from Utah USA within a couple of weeks and I could not fault the service. The kit was a little daunting at first, basically a box with 4 pieces of EPP foam, spar, push rods, laminate and a bunch of other bits and pieces for the build. Luckily, the Crash Test Hobby website has comprehensive build videos online which I followed closely. There is also written instructions, a very active RCGroups forum and Crash Test Hobby are responsive to email questions.



After several hours work over many sessions I was able to put the kit together. I wouldn't say the build was easy, but being relatively new to the hobby and not having experience building other RC planes from kit form, I have nothing to compare it with in difficulty level. I found with the online videos and some patience, the plane came together relatively easily. The end result is a 39 inch flying wing that can be flown with or without winglets depending on how you choose to build. With some help from experienced pilots at the field, the maiden was a success. A little trimming and adjusting nose weight and the wing flies really well and surprisingly easy to launch. Within a few flights I was flying with confidence and feeling the true potential of these wings. Unfortunately I'd got what I paid for with the receiver I used and had a receiver brown out which resulted in a full speed nose dive. This was a true test of its toughness and it passed with flying colours - not a scratch! The quality EPP coupled with build technique and design makes this plane very hard to break and

protects the electronics as well.

After several more flights (with a new receiver) I got to thinking about how flying wings like this could be a great platform to revive the fun fly events at HMAAC. There's something liberating about flying a RC plane where you don't have to worry too much about crashing and the cost of repairs. I approached Kingsley about using Assassins (or similar planes) for fun events. These planes being tough and agile scream for fun flying with others. The Assassin kits can be purchased in bulk at a reduced price depending on numbers. Kingsley asked me to present to the July social meeting showing my Assassin and suggestions on using them for fun fly events. I presented to a group of members about the Assassin and projected costs and by the end of the evening we had an order for 10 planes - the maximum number for a bulk order due to shipping restrictions. The Assassin project had begun!



The Assassin Project - cont.

Within a few weeks we put in an order and the plane kits ended up costing \$85AUD each including shipping (20% discount). The additional parts and hardware needed to be purchased separately by individuals and costs vary depending on choices. The kit is designed to be used with low cost electronics/motors.



The HMAAC committee are now in discussions on how we can have fun fly events using planes like these. In the coming months we hope to have our first fun fly event using the new Assassins with activity ideas such as: Limbo, Balloon Pop, "Nearest the pin" landings, pylon racing, bomb drops and combat (streamer and full contact) - all ideas welcome. Obviously we would like more members to join in the fun and get a wing. If we have enough numbers we may facilitate another bulk purchase of up to 10 planes with an upfront payment. Please email secretary@holdfastmac.asn.au to register your interest. When I can make it to the field I always bring my Assassin and am happy for people to check it out. Hopefully there will be more appearing as they get built. Keep your eye out in coming months for an Assassin fun fly event and feel free to join us!

More information about the Assassin wings can be found at www.crashtesthobby.com



Have You Picked up your MAAA Card and Club Badge?

MAAA ID Cards are placed in the pigeon holes in the old kitchen as we receive them. There are several cards that that have not yet been collected by members. Please ensure you collect your badge when you next visit the Club and keep it with you when visiting any Club.

We also produce a Club Name Badge for all new members. Please pick yours up from the board on the left wall of the old kitchen as you enter.



Flying Achievements

| Award | Member | Instructors |
|-------|----------------------------|-------------------------------|
| Solo | George Yiambouranis | Kingsley Neumann, Luke Szarek |

Meet Our Chief Flying Instructor

This year the Club has decided to appoint a Chief Flying Instructor (CFI) to manage training and flying operations at our field. Kim Whitburn graciously accepted the position and will endeavour to ensure that our LIFT Program provides students with a high standard of training and HMAc members enjoy safe and responsible flying at our field.

Kim has kindly provided some background information about himself below. Thank you Kim.



"I started aeromodelling in the 60's with free flight together with my elder brother. He did the easy stuff, purchasing the plans/kits and building the models while my role was to run after and recover the models. I can remember two of them well, a Veron Cardinal & Deacon, both powered by an ED Bee 1cc diesel engine fitted with an Elmic timer. Unfortunately we very rarely took the planes home in one piece.

Moved on to control line late 60's with good old Aeroflyte trainers, Hurricanes and of course Spitfires. A lot of fun most weekends and it is hard to believe these days, we could fly for hours on the weekends in local parks surrounded by homes with no mufflers on our high revving 2 stroke motors. We never had a complaint and the local kids often came out to watch.

Got started in radio control in the mid 70's with limited success (bloody terrible landings) and like most others developed an interest in the fairer sex and aeromodelling was put on hold. Joined HMAc in the early 90's recommended to me because of the club's Sunday morning training program and location, I enjoyed the training once I got a handle on the nerves and made many new friends. I do remember one out landing (OK - crash) in the south eastern overfly area while being instructed by John Modistach who calmly asked if I knew the heading for my downed model and sent me on my way. Mid 90's I got interested in pattern aerobatics and purchased a second hand Chris White designed 'Stylus' model powered by a Hano OS61RF, Bolly carbon fibre tuned pipe and prop from MAC's models, this particular model had been reviewed in an Airborne magazine. This was an excellent move as my flying

improved rapidly with a lot of help and advice from some very skilful pattern pilots and I went on to do well in some competitions and later obtained my MAAA instructor rating. I joined the HMAc Sunday morning training roster and played "pass the parcel" with the students Tx. I am sure a lot of members will remember that period.

I left the hobby in 2000 but retained my models and gear to concentrate on family. I have recently retired, the kids have left home and with the house renovated I am back into aeromodelling. Fantastic to wander up to our field and see so many familiar faces and Sunday morning training still going stronger than ever. Wow! The technology has advanced in leaps and bounds. Of course I re-joined the best club in the state and re-qualified as an Instructor as quickly as possible.

Over 30+ years of my working life has been in television with channel 10 then 7 where I was Chief Engineer. My position was made redundant as the industry downsized locally and most operations were transferred to Melbourne. I did a complete career change and started working for an American air conditioning/refrigeration tool manufacturer setting up and managing the Australian/NZ service centre for the next 14 years until I had had enough."

Kim Whitburn



*** First Aid Training ***

It is highly beneficial to have as many members as possible trained to administer first aid in the event of an accident or medical health emergency at the field. If you would like to receive first aid training including use of the Automated External Defibrillator (AED), please contact our Secretary, Ian Faulkner at secretary@holdfastmac.asn.au. You could possibly save a life!

HOLDFAST MODEL AERO CLUB ANNUAL AUCTION

FRIDAY
NOV 2nd 2018

COSGROVE HALL
50 York Ave, Clovelly Park

Admission: \$5.00 (Juniors under 18 free)
Doors open at 6:30pm for setup only
Trading tables operate from 7:00pm
Auction commences at 7:30pm
Awesome Door Prizes!



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Pilots Are Talking

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"Thanks Spektrum for being a Leader" - Robert Wilhelm

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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

Aug 5th

No mission flown due to adverse weather

Sep 2nd

Open class pylon

Tom Jacobsen (Noarlunga) 53
 Pete Robertson (HMAC) 43
 Graham Paterson (HMAC) 40
 Finn Kanck (Noarlunga) 19

Standard class pylon

John Jefferson (HMAC) 53
 Barry Grivec (HMAC) 38

Electric class pylon

Greg Leigh (Noarlunga) 55

WW I combat

No missions flown

WW II combat

No missions flown

UPCOMING EVENTS

- Fri Oct 5 - General Meeting
- Sun Oct 7 - Pylon/Combat
- Wed Oct 10 - MASA Meeting
- Wed Oct 17 - Committee Meeting
- Sat Oct 27 - MAAA Instructor Course
- Fri Nov 2 - Annual Auction
- Sun Nov 4 - Pylon/Combat
- Wed Nov 7 - MASA Meeting
- Wed Nov 21 - Committee Meeting

Welcome!

The Club extends a warm welcome to new members Jeff Prosser, Yan Jin, Steve and Max Jefferies (father & son) and Harry Armstrong who have joined in recent weeks. We hope you all continue to participate in this enjoyable, sometimes challenging sport.

Instructor Roster (Oct - Nov)

| Date | Instructor | Instructor | Assistant |
|--------|------------------|------------------|--------------|
| SEP 30 | Kim Whitburn | Max Thomas | Geoff Haynes |
| OCT 7 | John Jefferson | Luke Szarek | Ted Carter |
| OCT 14 | Kingsley Neumann | Kim Whitburn | Geoff Haynes |
| OCT 21 | Max Thomas | John Jefferson | Ted Carter |
| OCT 28 | Luke Szarek | Kingsley Neumann | Geoff Haynes |
| NOV 4 | Kim Whitburn | Max Thomas | Ted Carter |
| NOV 11 | John Jefferson | Luke Szarek | Geoff Haynes |
| NOV 18 | Kingsley Neumann | Kim Whitburn | Ted Carter |
| NOV 25 | Max Thomas | Luke Szarek | Geoff Haynes |
| DEC 2 | John Jefferson | Kingsley Neumann | Ted Carter |

The following instructors are often available and are invited to assist when they can:
 Shawn Jones, Ian Cole, Ian Williams, Ashley West

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.