



HOLDFAST BUZZ

HMAC proudly sponsored by
modelflight RC



Bunnings Bonanza!

Saturday 21st September
HMAC were fortunate to be able to hold a sausage sizzle at the Marion Bunnings.

We had teams of volunteers who took shifts throughout the day braving the elements to sell sausages and drinks netting some handy profits to put back to the club.

More information on page 3.

Inside this issue:

From the President	2
General Meetings	2
Bunnings BBQ	3
Flying a Tail Dragger	4
Buy and Sell Day	5
Fail Safe Reminder	6
Flying Achievements	6
From our Sponsor	7
Competition Results	8
Instructor Roster	8
New Members	8
Upcoming Events	8



Some of our generous volunteers hard at it. Thanks to all involved!

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



Kingsley Neumann

"...Springtime is the time for a big clean-up. We will have a Working Bee on Saturday 12th October. This is the Bathurst weekend, but I am hoping our Members will be able to come along for a few hours in the morning..."

From the President

Following the August AGM, I would like to welcome two new Committee persons, namely Bryan Christie and Terry Gold, who have replaced Ted Carter and Max Thomas. Ted and Max have stepped down after many years of much appreciated fine service.

Bryan is very keen to get on with all sorts of tasks associated with his responsibility of Field items. He brings a new skill set to the committee with a background in maintenance among many other practical fields. Bryan has re-joined HMAc after a twenty-year break dedicated to raising a family. Likewise, Terry brings with him expertise from the IT business world in the USA. Terry and his wife are aiming to start a new life here in Australia and he just happens to be a very keen RC flyer. Terry is currently on a return visit to the USA, but he will be back shortly.

I am very pleased to have the following Members returned to continue their excellent service: Geoff Haynes in dual roles of vice President and Treasurer, Ian Faulkner as Secretary, Kim Whitburn as CFI, Mike Mildren and Don Nairn.

The number of Club Membership renewals is encouraging. We have 109 financial Members and I expect some people have not rushed to renew because of the cold and windy weather. We always suffer a midyear slump but hopefully renewals will occur and we always welcome new Members.

The Committee has approved the Buy and Sell day for Saturday November 2nd. This will be a new event for us instead of the traditional Auction. We will accept items from anyone, Club members or not, wanting to sell or buy. There is a poster explaining the format elsewhere in this issue.

The Committee, mainly through the efforts of our tireless secretary, Ian, is pursuing government grants to help us with some major purchases. I cannot make any announcements right now but watch this space.

Springtime is the time for a big clean-up. We will have a Working Bee on Saturday 12th October. This is the Bathurst weekend, but I am hoping our Members will be able to come along for a few hours in the morning. There is a lot of work to do and we will try and be more organised this year. Our facility is looking a bit tired and messy so expect tasks like tree pruning, bird mess clean up, painting and rubbish disposal. Bryan Christie has already done a great job painting the bollards but there are plenty of other painting tasks to be addressed. In fact we do have some great assistance year round from good Club Members who simply get on with odd jobs as they come up. Let's all get into the habit!

It is my intention to make sure that we increase our awareness of the hazards associated with RC flying. We can all learn from the experiences of others. Andy Hollitt has written a good account of the perils of "fail safe" We are all required to check the failsafe settings and to do a range check before the first flight of the day with each model. Do you do this? If not, why not?

So, Daylight Saving is almost upon us and the warmer weather will surely inspire us to get out there and fly.

Kingsley Neumann

President

Save the Dates

Join us for our **General Meeting** on **Friday 4th October**. This meeting's main topic will be presented by Steve Johnson on owning and operating a full size Tiger Moth. Should be very interesting so please join us. There will also be a **Working Bee** on **Saturday 12th October** from 8:30 -11:30am where we require as many people as possible to assist.



Bunnings BBQ

The Bunnings BBQ at Marion store went very well indeed on Saturday 21st September. The weather was threatening with wind and rain at first, but we soon got into the swing of things and it turned out to be a great day for a BBQ! We cooked 65 KG of sausages with 25 KG of onions and served them on 30 loaves of sliced bread with lashings of sauce! Dozens of cans of soft drinks were also sold.

Kathy and Graham Paterson put in a mighty effort by arranging all of the delicious food through their contact at Drakes Foodland, Wayville at a very good price. The Club netted over \$1400 after expenses. This will go towards the next project that the committee has in mind. Thank you to everyone!

Sincere thanks go to the organisers and Team Leaders Geoff Haynes, Ian Faulkner and Kingsley Neumann.

Here is a full list of the organizers and helpers who all did such an excellent job serving well over 700 customers:

Kingsley Neumann*
 Mike Hallsworth
 Lizzie Hallsworth
 Mal Dyer
 Jeff Prosser
 Karl Heberle
 Graham Paterson

Geoff Haynes*
 Sandy Haynes
 Dave Whitten
 Claudio Cerro
 Mike Maloney
 John Paley
 Kathy Paterson

Ian Faulkner*
 Bryan Christie
 Karren Christie
 Gian Young
 Allan Langer
 Don Nairn





John Jefferson

"...A tail dragger is managed differently on the ground during take-off and landing. Taxiing generally requires full up elevator. The take-off roll requires up elevator to start with, and as speed increases the elevator stick is returned to neutral ..."

Flying a Tail Dragger by John Jefferson

OK, so you've gone solo on a high wing trainer and now want to get an aerobatic aircraft or maybe a warbird. It's more than likely your next plane will be a tail dragger instead of having a tricycle undercarriage like your trainer.

A tail dragger is managed differently on the ground during take-off and landing. Taxiing generally requires full up elevator. The take-off roll requires up elevator to start with, and as speed increases the elevator stick is returned to neutral (if you don't the take-off will be premature with unfortunate results). The rest of the take-off is then same as your trainer.

Now, the interesting part – landing. There are two ways to land a tail dragger:

- (1) a full stall/three pointer; or
- (2) a wheeler (main wheels first) landing.

The first way is where you:

- make a stable approach to **just above** the runway;
- close the throttle;
- hold off by gently adding more **up** elevator as the aircraft slows down and settles down on all three wheels (it effectively runs out of airspeed and stalls).

The second is where you:

- fly the aircraft to the landing area at a slow (but not too slow) speed;
- level off **just above** the runway;
- ease the main wheels onto the surface;
- gently apply a little **down** elevator to hold the aircraft on the ground (the aim is to raise the tail slightly and kill the wing's lift, not to mow the grass or plough the field with the prop);
- close the throttle and hold the tail up with **down** elevator until the aircraft slows and the tail settles on the runway; then
- apply full **up** elevator to keep the tail down on the ground.

Don't forget to keep the aircraft rolling straight by using rudder. Also, be wary of the wind direction as tail draggers do not like cross winds while on the ground. Phew! That required intense concentration.

You may find that your landing attempt results in kangaroo hopping as you try to get the aircraft onto the ground. If you are flying faster than a three point attitude but slower than a wheeler, the aircraft will more than likely land with its tail low. Given that the centre of gravity (and main mass) is usually behind the main wheels, the downward momentum at touchdown will cause the tail to drop, but because the airspeed is above stalling speed (the wing's angle of attack is positive and it is still generating lift), the aircraft will climb back into the air. If you lower the nose to counteract the climb, chances are that you'll repeat the kangaroo hopping cycle. Wow, another bouncy landing. You'll find that it's better to abort the landing and go around for another attempt.

Keep practising and you'll definitely get better at it. Your flying skills will be enhanced and you'll find it easier to transition to those bigger and better aerobats and warbirds that are on your wish list.





Free Admission

**Sausage Sizzle &
Refreshments
available**

Come & Fly Too

**Must be MAAA member with
at least Bronze Wings**

BUY & SELL DAY

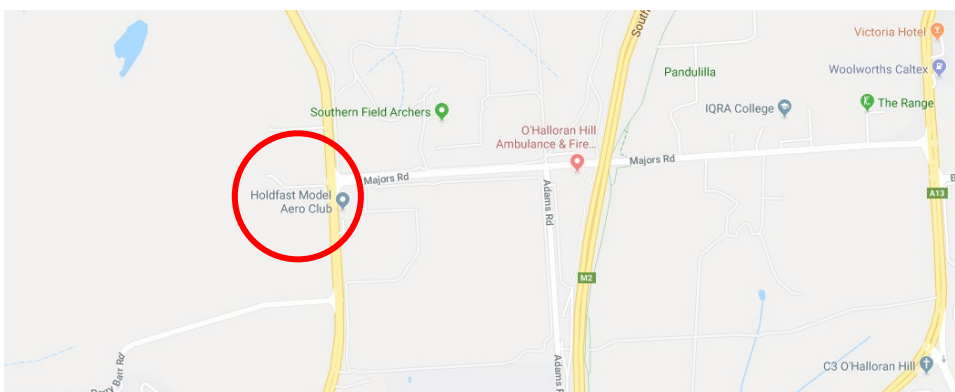
Sat Nov 2nd 2019, 10:00am – 2:00pm

Something Different from HMAAC

In place of our traditional Annual Auction, we have decided to hold a Buy & Sell Day at our Club field this year. Admission is free but you must provide your own setup (e.g. table, chairs, shade etc.) if you bring items for sale. No commission taken. Sell direct.

The field will be open from 9:30 am to set up. There will be no Auction. MAAA members with Bronze Wings or higher are welcome to fly at the field. A sausage sizzle will commence at 11:30 am.

Location



HOLDFAST MODEL AERO CLUB

**Cnr Lonsdale Rd & Majors Rd
O'Halloran Hill SA 5158
08 8377 2708**

www.holdfastmac.asn.au

Failsafe Reminder

Following on from the HMAc July Issue's article around programming and testing failsafe, club member Andy Hollitt has sent us some feedback. Please take this seriously as it could save embarrassment, injury or worse.

I was at the flight line with an armed electric foam race wing. I inadvertently switched off the transmitter (as I'd selected the wrong model). I expected the model to go to fail safe. Instead it went to full power, took off and crashed. Luckily no injuries and just a broken prop.

Some radio systems remember the failsafe stick position (i.e. throttle off) at the time of bind, some don't. Taranis users take extra care. I'm now testing all my models:

Remove prop/s. Arm and move throttle up a bit so the motor/s run. Turn off the transmitter and the motor/s should stop.

If it doesn't, look on the internet to find out how to set fail safe. After testing, my models get an 'FS' sticker to indicate to me that it has been tested.

I treat electric models with great respect but I got caught out and so can you. Please test that your failsafe system works.

Safe flying,

Andy Hollitt

An article for fail safe configuration for some Taranis models can be found at the below link. Alternatively consult your manual or an experienced modeller/Instructor at the club. <https://www.aldeid.com/wiki/Setting-up-failsafe>

Flying Achievements

Award	Member	Instructors
MAAA Instructor	Andy Hollitt	SFI
MAAA Instructor	John Muckalt	SFI
Silver	Peter Schwerzel	Ashley West, Bob Tait
Bronze	Don Nairn	John Jefferson, Dave Whitten
Bronze	Peter Duffield	Geoff Haynes, Max Thomas
Bronze	Kris Duda	Ashley West, John Jefferson



HMAc Working Bee Reminder

The Club will have a Working Bee on **Saturday October 12th from 08:30 to 11:30**. HMAc has over 100 members but we often don't get big numbers help. It would be great to have a big turn out from our members to contribute to keeping our club great!

Please bring your gloves and a hat and possibly sunscreen. We will be concentrating on a general tidy up. Some painting will also be required. A task sheet will be available



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**BEST
BRANDS
IN RC**

modelflight RC



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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 4th

Open class pylon
 Pete Smyth (HMAC) 98
 Pete Robertson (HMAC) 89
 Graham Paterson (HMAC) 76

Standard class pylon
 John Jefferson (HMAC) 60
 Barry Grivec (HMAC) 38

Electric class pylon
 Pete Smyth (HMAC) 91
 Vin Pike (HMAC) 77
 Pete Robertson (HMAC) 73
 Bob McEwin (HMAC) 11

WW I combat
 No missions flown

WW II combat
 Barry Grivec (HMAC) 1
 John Jefferson (HMAC) 1

Sep 1st

Open class pylon
 Pete Robertson (HMAC) 90
 Graham Paterson (HMAC) 80
 Tom Jacobsen (Noarlunga) 20

Standard class pylon
 No Races

Electric class pylon
 Vin Pike (HMAC) 84

WW I combat
 No missions flown

WW II combat
 No missions flown

UPCOMING EVENTS

- Wed Oct 2 MASA Meeting
- Friday Oct 4 General Meeting
- Sun Oct 6 - Pylon & Combat
- Wed Oct 16- Committee Meeting
- Fri Nov 1 - General Meeting
- Sat Nov 2 – Buy & Sell Day
- Sun Nov 3 - Pylon & Combat
- Wed Nov 6 - MASA Meeting
- Wed Nov 20- Committee Meeting
- Sun Dec 1 - Xmas/End of year presentations

Welcome!

We have some new members! Welcome to HMAC Peter Duffield, Andrew Mogg, John Ellison and Kaleb Odgers. We hope you find being part of our club enjoyable and rewarding.

Instructor Roster (Oct-Dec)

Date	Instructor	Instructor
SEP 29	Kim Whitburn	Ian Cole
OCT 6	John Jefferson	John Muckalt
OCT 13	Kingsley Neumann	Ian Faulkner
OCT 20	Andy Hollitt	Kim Whitburn
OCT 27	Geoff Haynes	Ian Cole
NOV 3	John Jefferson	Ian Faulkner
NOV 10	Kingsley Neumann	Andy Hollitt
NOV 17	Kim Whitburn	Ian Cole
NOV 24	John Muckalt	Geoff Haynes
DEC 1	John Jefferson	Ian Faulkner

The following instructors are often available and are invited to assist when they can: Shawn Jones, Ian Williams, Ashley West, Dave Whitten, Philip Norwood, Trevor Smith.

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.

