



# HOLDFAST BUZZ

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## The Fun Resumes in Feb

Pylon & Combat events start on Sun Feb 2nd.

Even if you don't participate, come as a spectator and enjoy the events.



Just some of the trophies awarded to HMAC members at the Christmas BBQ and Trophy Presentation day held on December 1st. More details of award recipients can be found on page 4

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@itapps.com.au](mailto:buzz@itapps.com.au) for inclusion in a future edition of BUZZ.



Kingsley Neumann

## From the President

Welcome to 2014!

Isn't it amazing how often we get stymied by the weather. Just when you really want to fly it is either too hot, too cold or too windy. Spare a thought for the eager learners in the Club. They are restricted to Sunday Mornings and how many bad windy days have we had on a Sunday? Far too many it seems.

I must say that our current crop of learners are particularly keen and sooner or later we must get a good run. Then we only have to contend with equipment failures and other little problems like crashes! It is the way our hobby goes. In this day of instant gratification and superb ARF models and radios you would think that we are on a roll. But no, things still do go wrong. Stick with it everyone. I am sure we will achieve success sooner or later.

The Committee is directing its attention to an important threat from our neighbours, SA Water. They are proposing a new 30M high radio mast on the eastern side of the big tank, quite close to our final approach path when landing to the south. We have lodged our objection based on the fact that we will have to modify our flight paths and even then there are no guarantees that we will not accidentally collide with the tower. HMAC has suggested that the tower should be sited on the northern or on the western side of the SA Water compound (Majors Road or Lonsdale Road). Negotiations are continuing.

The Committee has also been looking at a proposal to shift the flight line very slightly to avoid flying too close to the existing towers. We are loathe to make changes because everyone is used to flying a square or rectangular pattern based on the 90 degree "grid" of Majors Road and Lonsdale Road boundaries.

A trial will be commenced soon and we will try some markings on the grass that show a runway with an aiming point at the threshold each end. We will also consider marking two runways (a cross strip) to allow for those strong South Westerly sea-breeze days. I would urge everyone to give it their best shot. Change does not come easy for old dogs learning new tricks.

The Committee has not forgotten the survey that many of you did for us. The results are interesting and we will soon announce some new projects for 2014 and beyond. Meanwhile here are the top three requests:

- Runway upgrades
- Pit Area improvements
- Equipment Storage Shed upgrade

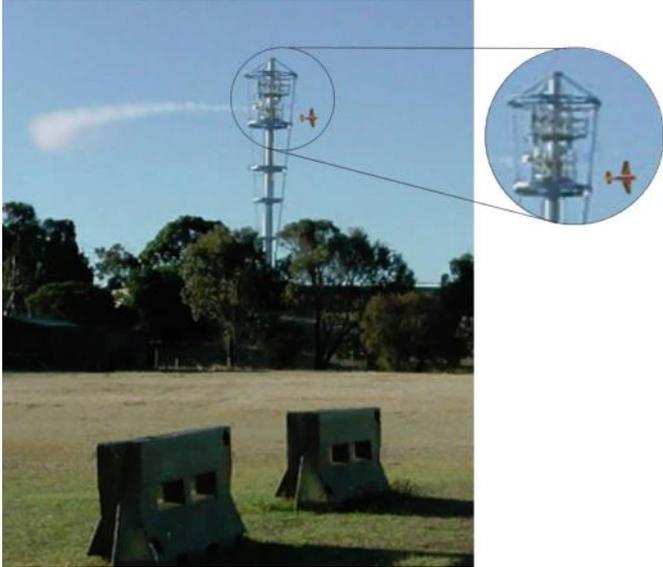
Kingsley Neumann

*" ... The Committee has also been looking at a proposal to shift the flight line very slightly to avoid flying too close to the existing towers. ..."*



### WHAT THE .... ??

Did anyone witness this idiot doing knife-edge circles around the radio tower?



Just kidding! It's a screenshot taken from Geoff Haynes' flight simulator (Aerofly Pro Deluxe), for which he created full 3D scenery of the HMAC flying field.

## Flying the VisionAire — by John Jefferson



I couldn't resist it. When Parkzone released their VisionAire foam aerobatic aircraft I had to have one. Having previously bought a few Parkzone products I knew that the latest offering would be a quality unit. Although it's designed for 3D flying, my intent was to use it for basic aerobatics and general flying as I'm not into 3D. I chose the Bind-N-Fly version; all the electrics are pre-installed, just set up as per the instructions, bind your Tx to the plane's Rx and you're ready to go.

Now, the interesting thing about the VisionAire is that it has an AS3X System (Artificial Stability – 3 axes according to Parkzone's blurb), essentially a 3 axis (roll, pitch and yaw) gyroscope built into the receiver. The instructions are fairly straightforward and setting up the aircraft doesn't take too long.

Time for the test flight. She's a nice slow flyer, but can put on a turn of speed if needed. Although the gyro was set at a conservative rate, the stabilisation was noticeable. Indeed, it took me a few minutes to get used to the way it flew. Landing was interesting as the aircraft had to be positively flown downwards on finals and flared before touchdown. Not knowing what to expect, I felt as if I was fighting the gyro. Subsequent flights were better once I got the hang of it.

After a few flights I decided to deactivate each axis of the gyro and see how she flew without the stabilisation system. I must admit that I prefer flying it without the gyro. This is what I'm used to and feel comfortable with. The option is always there to reactivate the gyro, which takes a little time and the instructions must be followed precisely.

One thing I did notice was the extra drain on the battery whilst using the gyro. A six minute flight used just over 2000 mA from a 2200 mA Li-Po flight pack. Without the gyro I can fly for six minutes and use around 1700-1800 mA, which is better in terms of managing and extending Li-Po battery life.

The VisionAire's wings include side force generators – top and bottom wing fences situated just inboard of the wing tips. These are supposed to assist with manoeuvres such as knife edge flight. Given that I'm not into 3D, I can't comment on their effectiveness, other than it's fairly easy to fly knife edge.

An unusual design feature of the aircraft is the moulding of vortex generators (small raised triangular shapes) just back from each wing's leading edge. This is something you'd see in full size aircraft where the airflow over the wing is improved. Whether the generators improve airflow over the VisionAire's wings is difficult to say, but they certainly don't detract from the flying characteristics.

For interest, the goodies that come in the Bind-N-Fly version include:

- BL10 brushless outrunner motor rated at 1250 Kv
- 40 Amp BEC/ESC
- 4 servos
- Spektrum AR635, 6 channel AS3X receiver
- 2200mA, 11.1V, 3S, 25C Li-Po battery



A charger was also included but I prefer to use my own.

In summary, a very good foam aerobatic aircraft. I enjoy flying it and look forward to many sorties.

*"...Without the gyro I can fly for six minutes and use around 1700-1800 mA, which is better in terms of managing and extending Li-Po battery life. ..."*



**Advertise What you Want to Buy or Sell on our Web Site**  
Send details & photos to Geoff Haynes –buzz@itapps.com.au



## Christmas BBQ and Trophy Presentation

Our annual Christmas BBQ and Trophy Presentation was well-attended on Sunday December 1st. Many thanks to all who helped with the setup and food preparation. Recognition is given not only to those members who demonstrate their flying skills, but also to those who have made significant contribution to the running of the Club.

The 2013 Awards were made to the following well-deserving recipients.



**Johnson Award for Applied Innovation**  
Presented jointly to  
Grantley Colebatch and Andy Hollitt  
For the SafeTag System



**President's Award**  
John Jefferson  
For Dedicated Service to the Club



**Open Class Pylon**  
First Place  
Tom Jacobsen



**Standard Class Pylon**  
First Place  
Graham Paterson



**WW1 Combat**  
First Place  
Graham Paterson (16 Kills)

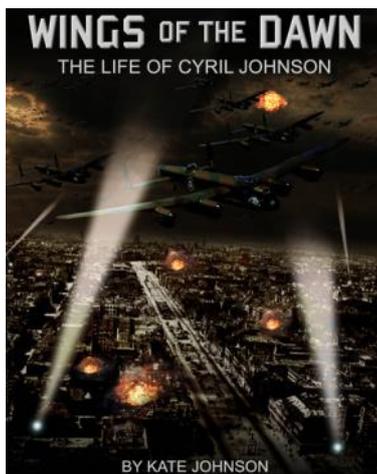


**WW2 Combat**  
First Place  
John Jefferson (4 Kills)



**HMAC Appreciation Award**  
John Anthony, Sonya Cole, Marika Jefferson, Kathy Paterson and Ana Stone  
For Services to the Club

## Book Launch and Dinner



We are pleased to announce the long awaited launch of Cyril Johnson's biography, Wings of the Dawn on the evening of Saturday, 8th February, 2014, at the Naval, Military and Air Force Club of South Australia.

We would love for you to attend this very special evening during which we can celebrate Cyril Johnson's life story. This is a book that has taken several years to assemble, following countless hours of discussions and interviews in which Cyril shared his recollections of the 1920s through to the end of the Second World War. It is a truly magnificent and professional publication.

The launch will be a special event and we will have some very high-caliber contemporary speakers that will put this remarkable story into context and leave you spellbound by their own perspectives of those times.

This is much more than a biography. Over several years his granddaughter, Kate Johnson, has persisted with interviewing this humble and understated man, to uncover what brave heroes he and his contemporaries really are. All of his recollections are intertwined with photographs, letters, log books and diaries, some of which we did not know existed and which immediately transport us to those times, places and emotions with profound clarity.

If you think you know Cyril Johnson and some of his achievements, you'll be stunned when you read this. If you have never met Cyril you will be fascinated by the insights of this story and how the events of the last 90 years have shaped our world.

Please follow this link [www.wingsofthedawn.com.au](http://www.wingsofthedawn.com.au) to the website where you can get a glimpse of what this story is about and can either reserve your seat for the launch or order a copy of the book. **Please note that bookings close on January 16th.**

We sincerely hope that you do both.

In closing, so that we minimize the risk of overlooking interested people, we ask that you spread the word by forwarding this email to anyone you think that may be interested in either attending the launch or obtaining a copy of the book and if you do so, please cc us so we know who has been contacted.

This launch means a lot to Cyril and his family and I'm sure that if you know some of his story you will understand why this is so.

Kindest Regards,  
The Johnson Family



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## HOLDFAST MODEL AERO CLUB

P.O. Box 94  
O'Halloran Hill  
S.A. 5158

Club Phone: 08 8377 2708  
Web: [www.holdfastmac.com.au](http://www.holdfastmac.com.au)

Newsletter Editor  
[buzz@itapps.com.au](mailto:buzz@itapps.com.au)

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 - January 2014

#### Open class pylon

No competition held in January

#### Standard class pylon

No competition held in January

#### WW I combat

No missions flown

#### WW II combat

No missions flown



#### SCHEDULE OF EVENTS

- Sun Feb 2nd - Pylon & Combat
- Wed Feb 5th - MASA Meeting
- Fri Feb 7th - Twilight Fly-in & General meeting
- Sat Feb 8th - Cyril Johnson Book Launch & Dinner
- Wed Feb 19th - Committee Meeting

### Flying Achievements

Solo: **Claudio Cerro** (Instructors - John Jefferson, Peter Robertson)

### Instructor Roster (January - February)

Date	Instructor	Instructor	Assistant
JAN 12th	Peter Robertson	Kingsley Neumann	Trevor Baudinette
JAN 19th	(Open)	Graham Paterson	Max Thomas
JAN 26th	Ross Lloyd	Matt Jamieson	Ted Carter
FEB 2nd	John Jefferson	Peter Robertson	Trevor Baudinette
FEB 9th	Kingsley Neumann	(Open)	Max Thomas
FEB 16th	Graham Paterson	Ross Lloyd	Ted Carter
FEB 23rd	Matt Jamieson	John Jefferson	Trevor Baudinette
MAR 2nd	Peter Robertson	Kingsley Neumann	Max Thomas

We are fortunate in having so many rated instructors and our thanks go to those keen instructors who turn up even when they are not rostered on. We expect to see more learners as the warmer weather approaches. 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.