



# HOLDFAST BUZZ

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## Breaking News!

[CLICK HERE](#) to see some great publicity for HMAAC

## Support Our Grant Application

You have until May 16 to submit your plan for SA Community Funding. More details on page 4

## Join the Celebration!

August 2016 marks the Club's 60th anniversary. We are celebrating the occasion with a special dinner. See page 4 for details.



Ted Carter shows off his big Decathlon. He bought an OS Gemini 120 motor from the US and was searching for the right model to match up with it. This beauty showed up at a recent HMAAC auction and it was perfect, so Ted snapped it up. According to Ted, "the combination is exceptional, the twin 4 stroke purrs like a big cat and the plane is as gentle as a baby kitten in the air. It looks good and flies like a real plane."



Kingsley Neumann

## 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 encourages all HMAC Members to engage in the Club's "Fund My Community" grant application process. A circular was sent to everyone recently describing how to log on and make comments. More importantly you should nominate your preferred applicants. Obviously we would like you to include the HMAC project which is called "Amenities and Storage Shed". You can easily find a link to the MySA site on our web site.

Geoff Haynes has done some work on the HMAC web site to make it much more user friendly from the point of view of any outsider. The important facts are now accessible from easily spotted points on the home page. He is also working on adding online registration for the 60th Anniversary Dinner. More details will be provided when this is activated. Thanks for that clever work, Geoff.

The cleaning and painting of the underside of our veranda went well. The birds will find it very difficult to roost there now. We have been very pleased with the colour chosen and plans are now in place to commence a repaint of the rest of the building. We want our facilities to look their best for our Anniversary Year.

By the time you read this report it is quite likely that work will have completed on the concrete floor in our Flight Line Shelter. There may have been some slight inconvenience to members during this activity but, as they say, "No Pain – No Gain".

We are still plagued by rabbits on the flight line and cracks in the surrounding areas. The Pindone poison program has had some results but it is believed that there are many rabbits in warrens just outside our boundary fence. The next step is to seek cooperation in

their removal by DEWNR. Patching and filling the holes does not seem to work very well. We need rain to expand the clay soil and to make the grass grow. Meanwhile please be very careful when walking around and when operating your aircraft on the field.

All Members are invited to make suggestions on how we should best allocate our financial resources. At the General Meeting on Friday 6th of May the Club Fees and Budget for 2016 - 2017 were presented and accepted. The Club fees remain unchanged, while the joining fee for new Juniors has been removed. The total fee (which includes MASA/MAAA affiliation) will not be known until after the National Conference in Mid-May. Rumours are that no increase in MASA/MAAA fees is expected.

A very large portion of the HMAC fee is the cost of water. We have been forced to recommence watering due to the dry autumn weather. Fortunately we have a buffer in the budget that should account for such events. However, if Members really want a "Bowling Green" to fly from, we would have to spend at least double the money for irrigation and that cost would definitely add to the Club fee. The Committee is always willing to listen to suggestions from Members at any time.

The LIFT program continues with a promotional day on the first Sunday of each month. Our fleet of Trainers is standing up quite well, despite a rather spectacular incident recently. The dedicated band of Instructors deserve a special thanks, as indeed do the dedicated band of learners.

Kingsley Neumann  
Vice President



## Guidelines for Accurate Flying

It is in your own interest to try and fly accurately at all times. This is particularly important in the Landing and Take-off phase because if you let your model drift away from the prepared runway area, it is very likely that you will damage your aircraft due to the open cracks and longer grass.

### Take-offs

You must not make your take-off run closer than 10 metres to the flight line barriers, except if there is an easterly wind. (Tracking directly away from the barriers is OK). If your aircraft starts to diverge from a straight line and it looks like getting too close to the barriers you must abort the take-off. This means closing the throttle and stopping. It would be nice if we had brakes but try your best to stop anyway. The aircraft could be in a very dangerous situation if it gets airborne at a slow speed heading towards people.

Cont. on p. 4 ...

## Glitched - Again! - by John Jefferson



It was a beautiful Friday morning at the field, warm with a gentle breeze. I had my Extra 300, electric powered foamie with me that day and the conditions were ideal for some relaxed flying.

The first flight went well, some simple aerobatics, precision circuits and a greaser of a landing. A few minutes later with a fresh battery I took off again and repeated the routine. Towards the end of the flight (I limit my flights to 6 minutes to make sure the battery isn't excessively discharged) I was flying an inverted circle. When the Extra was on the eastern side of the field I lost control; there was no response to my stick inputs and all I could do was watch it glide inverted into terra firma. Fortunately we had some rain a day or two before and terra firma was terra mollem (soft ground), so the damage was not as bad as expected. Ah well, pick up the wreckage and take it home for a post mortem.

There were two of us flying at the same time and a few seconds after my aircraft went down the other flyer (Greg Peake) experienced a radio failure in much the same location. Interestingly I had a similar loss of control a few months ago when my own design vintage aircraft went down in that same location. I strongly suspect the communications tower in the north eastern corner of the field contributed to our radio transmission failure.



The next day I took the Extra apart and assessed the damage. Is it repairable or is it a throw-away? Damage comprised:

- bent shaft on the electric motor;
- shattered cowling;
- tail fin fractured; and
- pilot ejected from his cockpit.

Yes, definitely repairable.

As it happened I had a spare electric motor which fitted the motor mount on the firewall, although it was about 20 mm shorter than the original. The original motor was rated at 950 kv with a 30 Amp ESC. The spare I fitted was rated at 1400 kv, which I thought might be a bit much for a 30 Amp ESC so I fitted a 60 Amp unit which was also in my spares bin. Better to be safe than sorry. I didn't want to see the Extra leaving a smoke trail through the air, no matter how impressive that would be.

The tail fin needed a few drops of glue and for good measure I strengthened it with a bamboo kebab skewer pushed inside the fin. A bit of hot glue and the pilot was secured back in his cockpit.

Now, what to do about the cowling? The shattered one was too far gone to consider any repair. Fire up the internet and check our friends at Modelflight to see if they had any spares. Yes they did, so out with the credit card and a couple of days later a brand new cowling was delivered to my door. Into the workshop to finish the repairs. As it turned out I had to do some surgery to the cowling to make it fit, bearing in mind the replacement motor was shorter which meant I had to chop off about 20 mm from the back of the cowling. The shorter motor and cowling shifted the centre of gravity back from its optimum point, so I had to add 50 grams of lead to the nose after I moved the battery as far forward as possible.

Hopefully the shorter fuselage won't make the pitch control too sensitive. The test flight will be interesting, so I'd better be on my guard with elevator input.

The day of the test flight arrived. Freshly charged battery installed, control check, range check – all systems go. On the field and up she went. A couple of clicks on the elevator trim and she flew hands off. The new motor certainly had some oomph; at full throttle the speed was too fast, half throttle was ideal. Three more flights that day and I was happy with the results of the repair. I'm looking forward to a lot more sterling service from the Extra.

*"...out with the credit card and a couple of days later a brand new cowling was delivered to my door..."*



## Celebrate HMAc's 60th Anniversary

August 10th marks the Club's 60th anniversary. To celebrate this milestone, we are organising an Anniversary Dinner.

**Date:** August 6th from 6:30 pm  
**Venue:** Club Marion, 262 Sturt Rd Marion.  
**Cost:** \$40 per person (2 course dinner - excludes drinks)  
**Dress:** Smart casual

All present and past members are welcome to attend. If you have contact with a past member, please let them know about this special event. It will be a great opportunity to share stories about the history of the club while enjoying dinner and drinks.

In the coming weeks you will receive information on how to book and pay for tickets, so keep an eye out for that email. We would like to see as many members and their partners as possible at this special event, so please keep the date free and make every effort to attend. It should be a great evening!



## Support HMAc's Application for Government Funding

The Club has submitted an application to the SA government under the "Fund My Community" Scheme for a \$70,000 grant to build new a new storage, workshop and amenities building. To be successful, we need your support, as the selection process is determined by public vote for the most deserving projects. You must complete the process by Monday May 16, so visit <http://yoursay.sa.gov.au/>, register yourself and submit a plan with your selected projects, being sure to include HMAc (project title: "Amenities and Storage Shed"). If you need help, please contact one of the committee members. Remember, it won't happen if you do nothing, so make the effort to put your Club in the running!

**Fund My  
Community**  
 SUPPORT OUR PROJECT  
<http://yoursay.sa.gov.au>



## Guidelines for Accurate Flying - cont. from p. 2

### Landings

Try and make your landing approach from a straight line, not a curve. Don't accept what happens if the wind blows you off track. Initiate a go around and have a second attempt. We will eventually have some markers on the fences and on the ground to give an indication of the centre of the best area. We are not advocating a narrow runway operation. There will always be quite a wide smooth area to aim for. Do not land closer than 10 metres from the flight line barriers.

### Cross Winds

In a strong cross wind you will need to angle your path to suit. Once again it is best if you can make the final approach from a straight line. Just think about it a bit first. There is a Cross Wind technique but it is complicated. You will find that simply concentrating on keeping the wings level will dramatically improve your chances of a safe landing. Never land directly towards the flight line

Good Luck and Safe Flying!  
 Kingsley Neumann



### Looking for a Bargain?

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## 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.

### SCHEDULE OF EVENTS

- Fri May 6 - General Meeting
- Wed May 18 - Committee Meeting
- Sat-Sun May 28-29 - Jet Action, Monarto
- Wed Jun 1 - MASA Meeting
- Fri Jun 3 - General Meeting
- Sun Jun 5 - Pylon & Combat
- Wed Jun 15 - Committee Meeting
- Fri Jul 1 - General Meeting
- Sun Jul 3 - Pylon & Combat
- Wed Jul 6 - MASA Meeting
- Wed Jul 20 - Committee Meeting

## Pylon & Combat Results

### April 3rd

**Open class pylon**  
John Yianni (Connie) 68  
Finn Kanck (Noarlunga) 61

**Standard class pylon**  
John Jefferson (HMAC) 50  
Ian Cole (HMAC) 22

**Electric class pylon**  
Greg Leigh (Noarlunga) 81  
Shawn Jones (HMAC) 57  
Drew Ames (HMAC) 53  
Ian Cole (HMAC) 16

**WWI combat**  
John Jefferson (HMAC) 6  
Merv Harris (HMAC) 1  
Max Thomas (HMAC) 1

**WWII combat**  
No missions flown

### May 1st

**Open class pylon**  
Pete Smyth (HMAC) 110  
Tom Jacobsen (Noarlunga) 103  
Finn Kanck (Noarlunga) 87  
John Yianni (Connie) 43

**Standard class pylon**  
John Jefferson (HMAC) 76  
Ian Cole (HMAC) 71

**Electric class pylon**  
Greg Leigh (Noarlunga) 111  
Bob McEwin (HMAC) 90  
Ian Cole (HMAC) 13

**WWI**  
No missions flown

**WWII**  
No missions flown

## Instructor Roster (May - July)

Date	Instructor	Instructor	Assistant
MAY 15	John Jefferson	Graham Paterson	Max Thomas
MAY 22	Kingsley Neumann	Peter Robertson	Ted Carter
MAY 29	John Jefferson	Graham Paterson	Trevor Baudinette
JUN 5	Kingsley Neumann	Peter Robertson	Max Thomas
JUN 12	John Jefferson	Graham Paterson	Ted Carter
JUN 19	Kingsley Neumann	Peter Robertson	Trevor Baudinette
JUN 26	John Jefferson	Graham Paterson	Max Thomas
JUL 3	Kingsley Neumann	Peter Robertson	Ted Carter
JUL 10	John Jefferson	Graham Paterson	Trevor Baudinette
JUL 17	Kingsley Neumann	Peter Robertson	Max Thomas

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.