



HOLDFAST BUZZ

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August 4th - Save the Date!

Join your fellow members at the HMAC Annual General Meeting on Friday August 4th, commencing at 7:30 pm. Elections for positions on the Committee will be held, so please give some thought to nominating

Meet the Fokkers

Two of Graham Paterson's beautifully-constructed WW1 warbirds. Graham has been a strong performer in the Combat Competition. We' love to see more members competing in this exciting monthly event.

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.

From the President



Kingsley Neumann

"... We have had some minor success with grants for the public area seating and paving, and most recently for the purchase of a defibrillator device. ..."

Work continues on the drafting of new By-laws for the Club. I am pleased to report that after much consultation we now have a proposal. It is our intention to discuss these at the AGM and possibly accept them provided not too much discussion is required. The AGM is not an ideal forum for rules setting debates. Our constitution allows By-laws to be set at an ordinary General Meeting of the Club.

Suffice it to say that we should be able to accept Multi Rotor flyers in much the same way as we accept conventional Helicopter flyers. All flyers at HMAc are encouraged to follow the MAAA Wings achievement program and yes, there is a wings level for Multi Rotor. I wonder who will be the first to qualify?

The installation of the septic system got off to a flying start recently but was dogged by heavy wind and rain. Hopefully the new system will be up and running very shortly. This will enable the Committee to get on with the main task of replacing the tractor shed and upgrading our storage. It is amazing how slowly this project has progressed, mainly due to the approvals required at various stages.

Members will notice some changes and improvements in our Clubrooms. Some of the old photos have been replaced with modern works. Our thanks go to Club Member Steve Turner for his donation of a nicely framed work depicting a pair of WW1 fighters. Steve is quite a successful photographer and he had some of his works on display at the last Sunday BBQ. Steve can photoshop your favourite shots and make them into something quite special.

The next item on the improvements list will be to open up the male and female toilets to all

Club Members. This may involve some minor construction work and will also allow access to the clubroom kitchen.

Further works will require some careful planning both from the financial aspect and the logical sequence. The committee would prefer to have a grant from the State government as many sporting bodies have achieved. We have had some minor success with grants for the public area seating and paving, and most recently for the purchase of a defibrillator device. There are moves afoot to stage the shed work in such a way that a start can be made almost immediately using our own money and then finish it off using someone else's money. Our aim is to minimise the impact on member fees, our primary source of income.

By now all Members should have renewed for the 2017-2018 financial year. I was pleased to hear that over 70% of renewals have been received. There are always a few latecomers. We can only continue to operate through ongoing membership income, from both new and existing members. A reduction in Club Fees is offered for new Members joining part way through the year.

I would like to remind all Club Members to ensure that you have activated your MAAA log-on so that you can update your personal details online. And while you are there, have a look around on the MAAA site. It is very informative. The State association (MASA) also has a very informative webpage. You will find links to both sites and also links to our Club and other Clubs around Australia.

Kingsley Neumann
President



Work commences on the installation of the new septic tank

Ground School - Part 2 - by John Jefferson



In the previous instalment we looked at some principles of flight relating to the primary function of controls. This time we'll look at some secondary or further effects of controls, in particular the ailerons. As before, this article is intended to help the club's newer members understand how our model aircraft respond to control inputs, as well as a refresher for the club's experienced members.

As we know, the ailerons control the angle of bank and rate of roll. Let's say we are flying straight and level and wish to turn to the left. The normal procedure would be to bank to the left and apply enough up elevator to stop the nose from dropping, then level the wings and elevator once the turn is completed. So why does the nose drop when in a bank and no up elevator applied? It's because the equilibrium of the aircraft has been upset. In straight and level flight the aircraft is in equilibrium – the lifting force of the wings is equal to the weight of the aircraft and the thrust of the propulsion unit is equal to the drag generated by the aircraft. Bank to the left and as a result:

- the lifting force is tilted out of the vertical and is not able to balance the weight;
- the aircraft will commence a sideslip towards the lower wing;
- the up-rushing air will tend to yaw the aircraft in the direction of the slip, i.e. nose down.

Oops, the aircraft is going down fast. Need some corrective action – level the wings and pull up, but not too aggressively as you could over-stress it.

To summarise, the primary function of the ailerons is to control the angle of bank and rate of roll, while the secondary or further effect of using the ailerons is yaw.

Now you know why it's imperative that a turn is balanced with enough up elevator to keep the nose from dropping.

Aileron drag is another aspect that may have an adverse effect on the aircraft. It generally occurs on certain aerofoil sections when aileron is applied. When banking the aircraft (let's do it to the left), the left aileron goes up and the right aileron goes down, and the aircraft rolls to the left, so far so good. Now the interesting bit; since the whole wing is at a positive angle of attack, the up-going (left) aileron reduces both lift and drag by reducing the effective angle of attack and camber. At the other end of the wing the down-going (right) aileron increases lift and consequently generates greater drag. The differences in lift created by the ailerons bank the aircraft, but the unequal drag causes a yawing movement in the opposite direction (in our case, to the right). Not a smooth way of flying.

How do you overcome this? Use rudder when turning – as mentioned in Ground School Part I, modern transmitters can be programmed so the rudder can be automatically operated in the correct direction whenever the ailerons are used. But beware, this may not be useful in situations such as aerobatic manoeuvres or when coming in to land. If you are thinking of setting up this function on your transmitter, it would be worthwhile to make it switchable, i.e. turn it on or off as needed.

Another way is to incorporate some differential between the ailerons is to arrange for the upward moving aileron to travel further than the downward moving aileron. Again, modern transmitters can be programmed to do this, but you need a separate servo on a separate channel for each aileron. Alternatively you can set this up mechanically on a single (central) servo or two separate servos. The trick is to set the servo arm forward from centre so the resultant movement of the aileron is more upwards than downwards.

It may be a model but the principles that apply to its flying ability are the same as apply to full size aircraft. Knowing these principles and being aware of what you can do to better control your model will make it a pleasure to commit to aviation and make you a better pilot. Got to be happy with that.



Flying Achievements

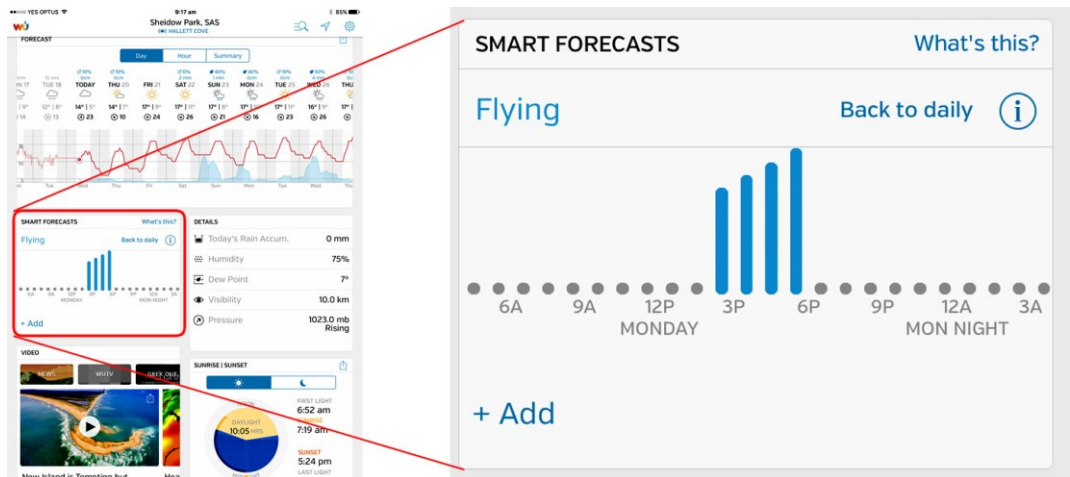
Award	Member	Instructors
Solo	Wade Bentley	Kingsley Neumann, John Jefferson
Solo	Mark Hancock	Kingsley Neumann, Max Thomas

"... The differences in lift created by the ailerons bank the aircraft, but the unequal drag causes a yawing movement in the opposite direction ..."

Picking a Good Time and Day to Fly - by Geoff Haynes

The weather information on the HMAc website is a useful indicator of current conditions, but doesn't help much if you want to pick a good time to fly later in the day or week. So how can you decide when the conditions will be favourable ahead of time?

One solution is to use the smart phone app called Wunderground, available for both Apple and Android devices.



The Apple version includes a feature called Smart Forecast which allows you to define your own set of weather conditions that you consider suitable for flying. The app displays a timeline showing the dates and times that meet your criteria. While the Smart Forecast feature is currently available only in the Apple version of the app, Wunderground is currently working on the feature for Android devices, so keep an eye out for that announcement if you own an Android device.

Our Weather Station sends its data to Wunderground, so you can choose this station as the source of your weather information. Just tap on the location displayed at the top of the page and choose "Find another station". You can then select our Hallett Cove weather station on the map. The Weather Station ID is ISOUTHAU120, located in Quinvale Road.

When you use the app for the first time, the Smart Forecast widget will be empty, so you need to tap on the "Create your own" link to set up your acceptable and ideal flying conditions. Once you have created your Smart Forecast you can scroll across the timeline to find dates and times that meet your criteria. Vertical bars will be displayed for conditions that are within your acceptable range. The higher the bar, the closer the forecast is to your ideal range settings.

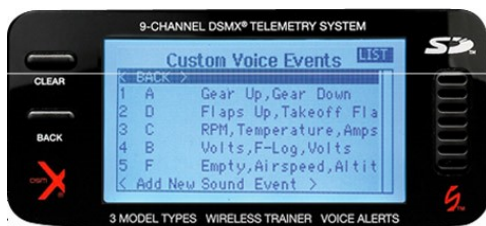
Always keep in mind that the accuracy of weather forecast data drops as you look further ahead, so the Smart Forecast information cannot be guaranteed. However, it's probably a more reliable indicator than holding a wet finger in the air!



Annual General Meeting - Friday August 4th, 7:30 pm

Please consider nominating for a Committee role at the upcoming AGM. All positions will be declared vacant so you can nominate for any position. Nominations in writing are preferred but will be accepted on the night. Treasurer John Boath is not available for re-election, so if you have some accounting knowledge and are familiar with MYOB, please consider nominating for this role.

Spektrum Radio Programming Class gets Thumbs Up



Attendees at the Spektrum Radio Programming Class held in late July were very positive in their feedback. Geoff Haynes conducted the workshop over a 4 hour period, covering both simple and advanced programming with demonstrations, while practical exercises were completed by the students.

One thing that became evident by the end of the class was that the volume of information would be better spread over two separate half-day workshops, the first covering basic programming and the second addressing advanced setups.

Watch this space for a future announcement of the next classes. We'd also like to hear from you if you are interested in attending a future class.

Please contact Geoff Haynes (vicepresident@holdfastmac.asn.au) to register your interest.



Ever Considered Flying Aerotow?



It is actually quite easy, but involves a little team work and practice. Just about any powered model can be used as a tug provided it has a margin of power available. You can use most types of glider, obviously a small tug and a large glider are not a good match however.

The tug in the photo is a large electric Carbon Cub running on 6s LiPo battery but smaller aircraft can be used successfully.

Please feel free to contact Dave Whitten for further details - davidwhitten2@gmail.com



General Meeting Presentations

In place of our normal general meeting on Friday September 1st, a visit to Balsa Central has been organised. It includes a tour of the facility and light refreshments. Please contact our Secretary, Ian Williams, at secretary@holdfastmac.asn.au for further details if you wish to attend, as a maximum of 20 visitors can be accommodated.

And don't forget our annual General Meeting on Friday August 4th. A light supper will be provided following this meeting.



Welcome to New Members

We extend a warm welcome to **John Paley** and **Mark Hancock** 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

How to create an account on the MAAA Database Website

It's handy to have an account on the MAAA database website so you can check your details and update contact information. Here is a step by step process on creating an account.

Go to the MAAA database web page at:

<https://htvp.com.au/maamembership/>

At the Welcome page click 'Register'

Click Register

Welcome to the MAAA Membership Register Website

[Login](#) You are not logged in. Click the Login link to sign in.

[Register](#) MAAA Members may signup to update personal details.

GeoTrust

Read the note in green and enter your MAAA number. Note the number includes the prefix AUS with or without the space. e.g. AUS 35825 or AUS35825. Enter your DOB in the format dd/mm/yyyy. You can use the drop down calendar to enter the DOB. To do so follow the directions below.

Read this. Please note that you must know the email address stored on the MAAA database

MAAA Member Login Account Registration

MAAA members are invited to create an account which will allow them to update their personal details and view ratings etc. Please follow the steps in the wizard below which will guide you through the registration process. Of particular importance is your email address currently stored by the system which will be displayed in step 3. If it is not correct you will need to contact your club registrar to get it changed before proceeding past step 3. Tip! Have your MAAA card handy to assist with the information required to authenticate your identity.

Step 1 - MAAA No
Step 2 - Address
Step 3 - Create
Step 4 - Finish

Please enter your details to authenticate your identity

Your MAAA No: *

Your DoB: *

Your Surname: *

Next Cancel

Enter your MAAA number. Include the AUS prefix

Step 1 - MAAA No
Step 2 - Address
Step 3 - Create
Step 4 - Finish

Please enter your details to authenticate your identity

Your MAAA No: AUS35285 *

Your DoB: *

Your Surname: *

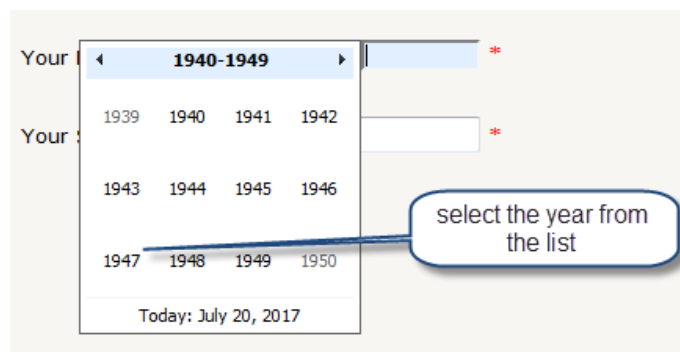
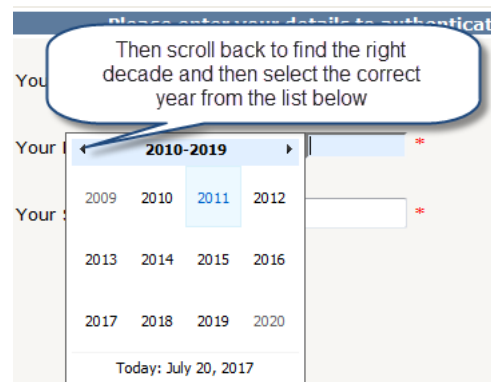
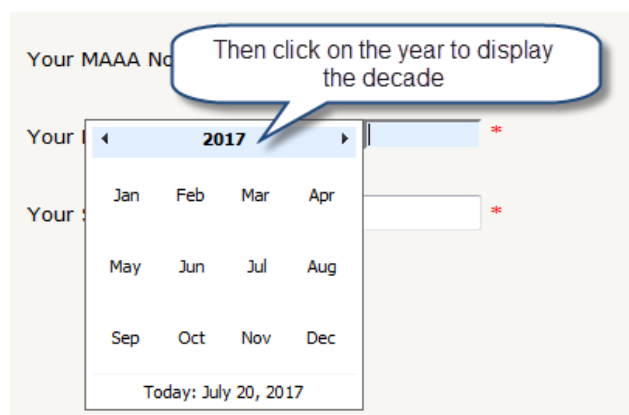
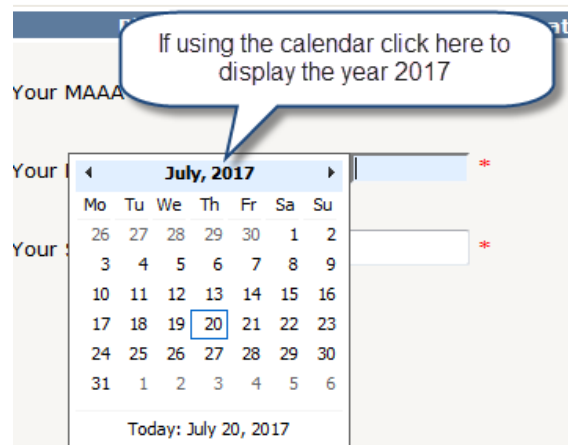
Next Cancel

Enter your MAAA number. Include the AUS prefix

A drop down calendar will appear when you enter the DOB field. Use it to select your DOB. Or enter it direct in the format dd/mm/yyyy

Cont.

How to create an account on the MAAA Database Website (cont.)



How to create an account on the MAAA Database Website (cont.)

Your MAAA No:

Your 1947

Your

Jan Feb Mar Apr

May Jun Jul Aug

Sep Oct Nov Dec

Today: July 20, 2017

Then select the month and then the date

When all fields have been entered click Next.

Step 1 - MAAA No
[Step 2 - Address](#)
[Step 3 - Create](#)
[Step 4 - Finish](#)

Please enter your details to authenticate your identity

Your MAAA No:

Your DoB:

Your Surname:

When all fields are entered click Next

The address screen will be displayed. The address entries must match the entries in the MAAA database. Enter the details as they are displayed on your membership card.

Step 1 - MAAA No
[Step 2 - Address](#)
[Step 3 - Create](#)
[Step 4 - Finish](#)

Please enter your details to authenticate your identity

Your street name:

Your suburb/town:

Your post code:

This data must match what is on the MAAA database

When the address has been entered click Next.

How to create an account on the MAAA Database Website (cont.)

[Step 1 - MAAA No](#)

[Step 2 - Address](#)

[Step 3 - Create](#)

[Step 4 - Finish](#)

Please enter your details to authenticate your identity

Your street name: *

Your suburb/town: *

Your post code: *

When complete click Next.

If you get the message in orange shown below after clicking Next, it means your entries do not match the database entries. Enter them again from your membership card.

[Step 1 - MAAA No](#)

[Step 2 - Address](#)

[Step 3 - Create](#)

[Step 4 - Finish](#)

Please enter your details to authenticate your identity

Your street name: *

Your suburb/town: *

Your post code: *

You may get this message. The street name includes the house number. Enter it exactly as it is on your membership card. Ditto the suburb.

Warning: Street name entered **REGENT ST** does not match the database record - please try again.

If you have entered the data correctly you will see the following message. Below this message your data fields from the MAAA database will be displayed. Click Next at the bottom of the screen to create your account.



A Cheap “foamie” for Combat Flight



Thanks to Ted Carter for picking up on this low cost “foamie” profile model that would lend itself well to electric combat action. Some construction work is required to complete assembly, but it isn’t difficult and you can’t argue the value for money at \$29.99 (airframe only)!

Here’s the link:

<https://www.rcworld.com.au/accessories/sale-items/sapac-ep-foamy-shock-flyer.html>

It probably won’t last long at this bargain price, so don’t spend too much time procrastinating if you’re thinking about getting into low cost combat flying.



BE ONE WITH YOUR AIRCRAFT

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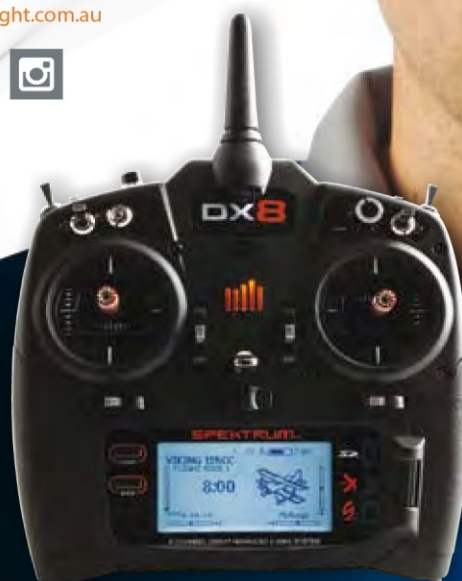
Learn more at modelflight.com.au



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- Racing Telemetry



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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.asn.au

Newsletter Editor
buzz@holdfastmac.asn.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.

SCHEDULE OF EVENTS

- Wed Aug 2 - MASA Meeting
- Fri Aug 4 - Annual General Meeting
- Sun Aug 6 - Pylon & Combat
- Wed Aug 16 - Committee Meeting
- Fri Sep 1 - Visit to Balsa Central
- Sun Sep 3 - Pylon & Combat
- Wed Sep 6 - MASA Meeting
- Wed Sep 20 - Committee Meeting
- Sun Oct 1 - Pylon & Combat

Pylon & Combat Competition Results

June 4

Open class pylon

Tom Jacobsen (Noarlunga) 95
Pete Robertson (HMAC) 94
Graham Paterson (HMAC) 87
John Yianni (Connie) 86
Finn Kanck (Noarlunga) 73

Standard class pylon

John Jefferson (HMAC) 74
Craig Spratt (Connie) 62

Electric class pylon

Greg Leigh (Noarlunga) 111
Bob McEwin (HMAC) 81
Drew Ames (HMAC) 56
Vin Pike (HMAC) 26

WW I combat

Barry Grivec (HMAC) 1
John Jefferson (HMAC) 1

WW II combat

No missions flown

July 2

Open class pylon

Pete Robertson (HMAC) 94
Graham Paterson (HMAC) 89
Tom Jacobsen (Noarlunga) 87
Finn Kanck (Noarlunga) 74
Peter Smyth (HMAC) 55

Standard class pylon

John Jefferson (HMAC) 73
Craig Spratt (Connie) 51

Electric class pylon

Greg Leigh (Noarlunga) 112
Bob McEwin (HMAC) 75
Vin Pike (HMAC) 47

WW I combat

No missions flown

WW II combat

No missions flown

Instructor Roster (August - September)

Date	Instructor	Instructor	Assistant
AUG 6	Peter Robertson	Kingsley Neumann	Trevor Baudinette
AUG 13	Max Thomas	John Jefferson	Geoff Haynes
AUG 20	Peter Robertson	Kingsley Neumann	Ted Carter
AUG 27	Max Thomas	John Jefferson	Geoff Haynes
SEP 3 (Fathers Day)	Peter Robertson	Kingsley Neumann	Ted Carter
SEP 10	Max Thomas	John Jefferson	Geoff Haynes
SEP 17	Peter Robertson	Kingsley Neumann	Ted Carter
SEP 24	Max Thomas	John Jefferson	Geoff Haynes
OCT 1	Peter Robertson	Kingsley Neumann	Ted Carter
OCT 8	Max Thomas	John Jefferson	Geoff Haynes

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

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.