



HOLDFAST BUZZ

HMAC proudly sponsored by
modelflight RC

Welcome to the Family!



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Welcome to new Members Michael Mestros and sons Peter and Paul. Mike was a Member about 10 years ago and has returned with his twin boys who are eager to learn. It is great to see a returning member with family. They have bought an Apprentice and a Real Flight simulator. They have started on the HMAC LIFT program and we wish them every success in the sport!



Kim Whitburn presenting Karl Heberle with his Silver Wings

Belated Congrats!

Our apologies for missing the flying achievement of Karl Heberle. Karl received his Silver Wings back in February flying his Boomerang EP.

Instructors were Kim Whitburn and John Jefferson. Well done Karl!

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.

From the President



Kingsley Neumann

"... Renewals for 2019/2020 have been rolling in slowly but surely. Please remember that you must be a current financial Member to continue using our facilities..."

I seem to always start my report with reference to the weather. Well the last month has been absolutely awful for flying! Nevertheless, those fortunate souls who can pick and choose have managed to enjoy one or two days of flying pleasure.

As predicted, the Club finished up with a record number of 129 Members at the 30th June. Renewals for 2019/2020 have been rolling in slowly but surely. Please remember that you must be a current financial Member to continue using our facilities. Please check in the shed for your new MAAA/FAI card. It should show your current Wings Status.

I would like to thank Ted Carter and Nat for their untiring work with the battery charging and model repairs in our LIFT program over the last couple of years. Ted is taking a well-earned rest from these duties, but you will still see this happy couple around the flight line from time to time. Welcome to Mike Malone and Don Nairn as the new battery care team. We have just purchased two high capacity dual output chargers from our friends at Model Flight which will allow faster charging. Our fleet of Apprentice trainers has served us well and despite some rugged landings and prangs they continue to be our preferred choice of trainer planes. The Spektrum Dx6 and DX5 radios have also served us well although they can cause some head scratching when the variety of Mode 1, Mode 2, Masters and Slaves gets mixed up!

The Club was represented recently at the launch of the new Glenthorne National Park by Minister David Speirs. Geoff Haynes, Ian Faulkner and I manned an information booth and invited people to come and try their hand on our Flight Simulator. It was very popular and created quite a bit of interest among the many visitors.



Thanks to Geoff Haynes, the Club now has a very nice advertising display board for such events and once again we have raised the profile of HMAAC.

The locals know about our planes but were pleased to learn more about us.

We are rapidly approaching the AGM (Friday August 2). Reports will be presented on all of our activities and a complete committee will be elected. We are always looking for new people to get involved with the Club Management. New ideas are always welcome.

At the most recent Committee Meeting a topic of hot discussion was the future of our Annual HMAAC Auction. Last year's event was definitely down on numbers and there was a distinct lack of saleable items (excluding, of course the Model Flight table which always has bargains galore). It was suggested that we might try a daytime "Car Boot Sale" at our field. This could also incorporate a raffle, a Fun Fly and possibly a Come and Try day. No decision was made so we are open to suggestions.

One event that is definitely going ahead is the Bunnings Barbecue on Saturday September 21. This is a big deal for us and a small organising committee will be formed to coordinate volunteers and compliance with the very strict Bunnings rules for their popular Community stall at Marion. The Club could possibly raise quite a few dollars on the day, but we will need helpers. A circular will be sent to all Members.

In summary, the weather is bound to improve before long and we have a lot to look forward to as the weather warms up.

Kingsley Neumann

President

Annual General Meeting Aug 2

Join us at 7:30pm on Friday 2nd August at the HMAAC Clubrooms for our Annual General Meeting and supper. Financial reports will be presented and the 2019-20 committee elected. Members are encouraged to nominate for positions to keep our club great!



An Instructor's Life at HMAAC by John Jefferson



John Jefferson

"...I still get a buzz out of seeing students coming to grips with the principles and intricacies of flying model aircraft. The greatest buzz is when they finally achieve their wings after months of fronting up on training days ..."

Why and how did I become an instructor?

Well, when I started flying radio control models some years ago, I was happy to get to solo standard in the first instance, then progress to bronze wings as a personal challenge. Once the bronze wings were achieved I thought why not go for gold as I wanted to improve my flying skills (of course this was before the silver wings standard was introduced). The club was actively supporting solo and bronze flyers to improve their wings status so I prepared myself for gold wings. The test schedule seemed daunting at first but I practised the individual manoeuvres, with coaching from a number of instructors, over a period of some three or four months before submitting myself for the flight test. I passed the test and finally got the gold wings.

Around that time I became interested in helping students so I volunteered to become an assistant instructor. My interest gathered momentum; I enjoyed lending a hand to newcomers as well as ensuring instructors could focus on the flying training while I helped with the preliminaries. I then made a commitment to go for my instructor rating. After a year as an "apprentice instructor" the club supported my nomination to undertake the test by the State's Senior Flying Instructor. At the time the test involved two parts, theory and practical; which I duly passed and became an instructor.



Once I started instructing my keenness didn't wane. Indeed, I still get a buzz out of seeing students coming to grips with the principles and intricacies of flying model aircraft. The greatest buzz is when they finally achieve their wings after months of fronting up on training days to work their way through the syllabus. Helping aspirants get their bronze, silver or gold wings is a great feeling.

One thing that all students (and the rest of us flyers) have in common is an interest in aviation, hence the desire to fly models.

They come from all walks of life, including the aviation industry – flying full size one day, a model the next. The eagerness of students on the flight-line is palpable and makes it gratifying to teach them.

Sadly, not all students finish their training. Some find that flying model aircraft in a three-dimensional environment is too demanding; radio control cars and/or boats may be a better option for them. Some become disillusioned when they crash for whatever reason (crashing is, unfortunately, something to be expected now and again). Those that persevere are rewarded with the handshake and the words "congratulations, you're now a solo pilot".

It's interesting how training aircraft have changed over the years. In the past a typical trainer on the flight line would have generally been a high wing, tricycle undercarriage type, constructed from balsa. For a while there was a stand-off scale P51 Mustang trainer available which was optimised for slow flight. Glow engines predominated; electric motor-powered trainers were seldom seen. Nowadays a typical trainer is still a high wing, tricycle undercarriage type but powered by an electric motor and constructed from foam. In terms of power output the new electric motors and battery systems compare favourably with glow powered engines.

Is instructing repetitious? Yes and no. Yes, you repeat the different stages with each student. No, each student is different; it is how you prepare the student to tackle those stages, considering their capabilities and progress to date. Then there's the weather, which sometimes can make flights very interesting indeed. It's no secret that youngsters generally progress faster than those who have seen a few more summers pass by. Young or old, the aim is to get them to fly safely with a reasonable level of competence.

I always look forward to those days when I'm rostered to instruct. Those days that I'm not rostered I still try to get to the field to help out. That's my way of putting something back into the club. The way I see it we all benefit; students, the club and I. Now, where's the latest Buzz so I can check the roster. Can't wait to get those students in the air.



E-flite®



Carbon-Z Cub SS 2.1m



E-flite® scale airplanes are available in a wide variety of subjects and sizes, from vintage and classic parkflyers to modern-day giant-scale marvels. They all deliver unmatched flying experiences through accurate outlines and intricate surface details from panel lines to rivets and more, functional features often including lights and flaps — plus the advantages of exclusive Spektrum™ AS3X® and SAFE® Select technologies — to combine the distinct character of each model with incredible flight performance that makes it easy to enjoy the best scale experience possible.



Maule M-7 1.5m



Cirrus SR22T 1.5m



Cherokee 1.3m



PT-17 1.1m



Carbon-Z Cessna 150 2.1m



Clipped Wing Cub 1.2m

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Setting and Checking Failsafe by Geoff Haynes

We often take for granted that if a radio control receiver loses communication with its paired transmitter, it will automatically reduce the throttle to minimum and centre all control surfaces. Well, that assumption is not necessarily correct. It depends upon settings that were in effect at the time the receiver was initially bound to the transmitter.

The remainder of this article relates to Spektrum radio equipment, being the most prevalent brand in use at our Club. Other brands handle failsafe in different ways and explaining the differences would take too many words to cover. There are even differences in the way various models of Spektrum receivers handle failsafe, so it's a bit of a minefield out there.

In general, failsafe can only be customised for the throttle. The control surfaces by default will hold the position they were in at the time communication with the transmitter was lost. So what determines the throttle value in a failsafe situation? It will take on the throttle setting that was in effect during the original binding sequence, i.e. with the bind plug installed in the receiver (or for receivers with a bind button, with the bind button pressed). If you happen to have the throttle stick set to it full position during binding, then the failsafe situation will apply full throttle. It is therefore very important to note the throttle position when initially binding a transmitter to a receiver.

Why wouldn't the control surfaces revert to their neutral positions by default in a failsafe situation? Well, temporary "dropouts" occur quite regularly during flight and last typically less than a second. By holding the control surfaces at their current position, the aircraft rides through the temporary dropout with no noticeable effect apart from a short glitch in the throttle value.

By now you've probably deduced that this mode of failsafe is more of a "gap filler" than a "saviour", because an extended loss of communication would most likely result in disaster. Imagine a permanent loss of control in the middle of a roll manoeuvre! For this reason it is possible with some models of receiver to modify the bind process so that the control surfaces can be set to a preferred position in a failsafe situation. This is typically achieved by powering on the receiver with the bind plug installed, then removing the bind plug before initiating the bind procedure with the transmitter. The sticks are positioned in the desired failsafe state and the bind sequence is then executed at the transmitter. Now when an extended failsafe situation occurs, the aircraft could, for example, assume a gentle circling motion while slowly descending.

The thing to keep in mind is that failsafe won't stop your model from crashing, it just alters the location at which it will crash. Your prime concern should be to avoid a fly away situation. This may be unavoidable if the receiver cannot be configured with failsafe pre-sets for the control surfaces, but you should always investigate whether your receiver can be set up this way via an alternative bind sequence.

Here is a list of Spektrum receivers denoting which of them have the pre-set failsafe option. The list is by no means exhaustive, so check the specifications of your receiver model if it is not on this list, to determine if it supports pre-set failsafe.

Model	Preset Failsafe?	Described in manual?
AR600	No	No
AR610	No	No
AR620	Yes	Yes
AR6210	Yes	No
AR636*	Yes	Yes
AR7000	Yes	No
AR7010	Yes	Yes
AR7110	Yes	Yes
AR7610	Yes	No
AR8000	Yes	No
AR8010T	Yes	Yes
AR9020	Yes	Yes
AR9300	Yes	Not sure
AR1220	Yes	Yes
AR10000	Yes	No

* Programmable version only

Generally, if the RX has a port marked "Batt/Data" then it has pre-set failsafe. If the port is just marked "Batt" it doesn't.

Checking failsafe operation should always be performed before your first flight of the day, along with a range check. Make sure the model is properly restrained before these checks are performed. After performing a range check, turn off power to your transmitter and observe the behaviour of the throttle and control surfaces.

Ensuring that failsafe is working in the manner you expect is an important part of maintaining a safe environment in which to enjoy flying model aircraft.

Happy flying!

...temporary "dropouts" occur quite regularly during flight and last typically less than a second...



Safety Reminder

The flight line barriers are there for protection of people flying and observing at the flight line. Please DO NOT sit on the flight line barriers. As per our By Laws:

10.1 A series of moveable barriers are provided for protection of Members on the flight line and pit area. When operating RC models from the flight line pilots should stand behind designated protective barriers.

More News...

Telephone System Changes

Because our telephone is rarely, if ever used for outgoing calls, the committee recently decided to cancel the landline service with Telstra and replace it with a mobile broadband service from Vodafone, coupled with a Voice Over IP (VoIP) service from [Freecall](#).

This provides us with both internet access and telephony for less than half the cost of the previous landline rental. The HMAC telephone number remains unchanged. Currently there is a cordless handset located in the main clubroom, but we will soon run an extension to the kitchen area. The handset that was located in the pits area has been decommissioned as it was in a poor state of repair and has probably not been used in over a year. Incoming calls now receive an automated greeting and go to a voicemail service if unanswered.

The voice message is then sent to allocated committee members as an email attachment. In support of our club, the VoIP provider ([FreeCall](#)) has generously waived the monthly fee and we are charged only for outbound calls. Given that we don't use the phone to make outgoing calls, the telephone service is effectively free.

New Battery Chargers

Our Hitec LiPo battery charger is showing signs of age and does not have the capacity to rapidly charge newer generation batteries that can be charged at more than the 1C rating.

We approached Mike O'Reilly at Modelflight asking if he could suggest a suitable replacement. Subsequently we have purchased two [Ultra Power UP6+](#) chargers, each having dual outputs capable of providing a total of 300W distributed over both channels when powered from 240V, or 300W per channel using an external DC supply. Mike provided the chargers at a very heavily discounted price.

Having 2 separate chargers offers some fallback in the event of a possible failure, as we are not left high and dry if a charger needs repair.

The UP6+ also has a few extra features such as an inbuilt servo tester, Internal Resistance (IR) checking and wireless phone charging. Over time we will replace spent batteries with those capable of high charging rate, resulting in quicker turnaround time during training sessions and possible reduction in the number of batteries needed to service the trainer fleet.



Welcome!

On page 1 the Club extended a warm welcome to new members Michael, Peter and Paul Mestros. We also welcome associate member Nigel West and social member Bob Ring. We hope you all enjoy flying and being a part of HMAC!





UPCOMING EVENTS

- Fri Aug 2 – Annual General Meeting
- Sun Aug 4 - Pylon & Combat
- Wed Aug 7 - MASA Meeting
- Wed Aug 21 - Committee Meeting
- Sun Sep 1 - Pylon & Combat
- Wed Sep 4 - MASA Meeting
- Fri Sep 6 - General Meeting
- Wed Sep 18 - Committee Meeting
- Wed Oct 2 – MASA Meeting

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.

Pylon & Combat Competition Results

Jun 2nd

Open class pylon

No competition due to weather

Standard class pylon

No competition due to weather

Electric class pylon

No competition due to weather

WW I combat

No competition due to weather

WW II combat

No competition due to weather

July 7th

Open class pylon

Tom Jacobsen (Noarlunga) 110
Graham Paterson (HMAC) 87
Pete Robertson (HMAC) 77

Standard class pylon

John Jefferson (HMAC) 63

Electric class pylon

Vin Pike (HMAC) 95
Craig Spratt (Connie) 86
Pete Robertson (HMAC) 82
Bob McEwin (HMAC) 65

WW I combat

No missions flown

WW II combat

No missions flown

Flying Achievements

Award	Member	Instructors
Bronze	David Koukourou	Shawn Jones, Kingsley Neumann

Instructor Roster (Aug-Oct)

Date	Instructor	Instructor	Assistant
Aug 4	John Jefferson	Kim Whitburn	Don Nairn
Aug 11	Kingsley Neumann	John Muckalt	Mike Maloney
Aug 18	Kim Whitburn	Geoff Haynes	Don Nairn
Aug 25	Kingsley Neumann	Andy Hollitt	Mike Maloney
Sep 1	John Jefferson	Phil Norwood	Don Nairn
Sep 8	Kim Whitburn	Trevor Smith	Mike Maloney
Sep 15	Kingsley Neumann	Luke Szarek	Don Nairn
Sep 22	Geoff Haynes	Andy Hollitt	Mike Maloney
Sep 29	Kim Whitburn	Ian Cole	Don Nairn
Oct 6	John Jefferson	John Muckalt	Mike Maloney

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

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.

