



HOLDFAST BUZZ

HMAC proudly sponsored by
modelflight RC

HMAC Buy & Sell



The first HMAC Buy and Sell was held on the morning of Saturday November 2nd. There was a good crowd and many bargains to be had.

The raffle and sausage sizzle were popular and many thanks to all the people who helped run this event.

A great day for our HMAC community.



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Some of the bargains to be had in the Modelflight stall

The Modelflight stall was very popular with our visitors. There were great sale items and some absolute bargains to be had. Many thanks to Modelflight for attending and donating the raffle prize. A special mention must go to Andy Hollitt who purchased an E-Flite Apprentice for a good price and donated it to the HMAC LIFT program. How generous is Andy?!!

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

"...General feedback from those who attended is that this format suited us better than the previous Auction, therefore we will do it again next year ..."



Ilan Faulkner hard at it at the working bee as always...

From the President

It seems a long time ago now, but I am pleased to report that our fundraising BBQ at Bunnings went off virtually without a hitch in September. Quite a lot of planning went into the event and we had a large group of 17 Club Members and wives in three teams including purchasing officers. It was actually quite good fun and as a result we raised over \$1500 to put towards our planned purchase of a ride on mower.

We are still waiting to hear confirmation of a 50% grant from the Federal Government to seal the deal with the mower. We expect no problem with the funding.

The first HMAc Buy and Sell event went very well on Saturday November 2nd at the field. This was very well attended, and the weather was kind. Sellers started turning up around 8.30 and we soon had the display area filled with vehicles, trailers and tables. Many bargains changed hands and there were smiles all round as people headed off to their cars clutching new treasures. The Modelflight disposal tables were most popular. Our sausage cooking skills came to the fore again and we did well with an almost continuous trade for about three hours. The raffle tickets were popular, and the lucky winner of a very generous prize donated by Modelflight will be drawn at the Christmas Party. General feedback from those who attended is that this format suited us better than the previous Auction, therefore we will do it again next year on the first Saturday of November. Thank you to our Sponsor, Modelflight and thank you to all the visitors who attended. A further decent amount of cash has been added to the Ride On mower project.

Just prior to the Buy and Sell we had a Working Bee which was quite well attended. There is always a large number of jobs that need to be done. We are on almost on top of it, but we will need more on-going maintenance. This is where you, as Members can get involved. Tasks will be listed on the whiteboard in the Club Shed. Please check it and see if you can help. Don Nairn or Mike Mildren can advise on exact requirements.

You will recall that HMAc is taking a more pro-active approach to safety issues. This does not mean a witch hunt into every crash that occurs, but the secretary is now keeping a database of incidents and accidents that would not normally be reported, so that we can all learn from mistakes that have been made. This is all about information sharing and you will find several items described in this newsletter. The CLUB requires compulsory reporting on prescribed forms for any incident that may attract an Insurance Claim and also any incident involving a crash in the No Fly Zones.

Our Christmas Function this year will be held at Club Marion on Sunday December 1st. All members will have received advice of this, and bookings are now closed for the luncheon. It will be a good event in a nice location. Trophies for competition events and other awards will be presented. If you missed the booking this year, put it in your diary for next year on the first Sunday of December.

Happy Christmas to all Members and their families

Kingsley Neumann

President



Thanks gentlemen!





John Jefferson

"...Whilst it is a basic aerobatic manoeuvre, it takes a fair bit of practise to fly it well in varying conditions ..."

Here we go Loop de Loop by John Jefferson

Flying a loop is not included in the MAAA prescribed test for Bronze or Silver Wings (but it is a requirement for Gold Wings).

Once you've achieved your initial wings rating you'll most likely want to include a loop in your flying repertoire. Whilst it is a basic aerobatic manoeuvre, it takes a fair bit of practise to fly it well in varying conditions. If you've been flying for a while you'll know the ropes. For those of you that are still gaining experience, hopefully this article will give you an insight into the niceties of precision flying.

Pulling back on the elevator and holding it there won't give you a good circular loop. It will more than likely give you an ovoid (egg shaped) loop. The forces acting on an aircraft during a loop are not the same as those when flying a horizontal circle where it's relatively easy to hold the aircraft in a constant radius turn and constant speed in ideal conditions. Because a loop is flown in the vertical plane there are different forces acting on the aircraft at different times. Entry into the loop is usually preceded by an increase in speed, pull-up into vertical (against gravity) and decrease in speed, over the top at reduced speed, downward part (with gravity) and increase in speed, pull-out back to level flight. Changing G forces, changing wing loading, changing lift and drag components, changing speeds all conspire to make your loop a bit loopy! Then there's the effect of wind which tries it's best to blow you off course.

So how do we get that nice circular loop? The theory goes like this:

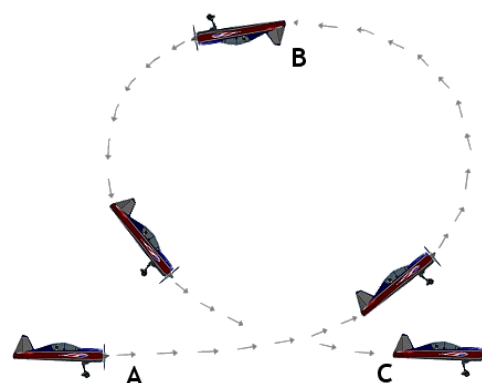
- Enter the loop at full power – you may need to enter a gentle dive to get that extra speed, depending on your model (A).
- Up elevator – aim for a graceful loop of around 40-50 metres diameter.
- Once past the upward vertical, ease off the elevator so the model floats over the top of the loop – this should assist in making the loop round (B).
- Reduce power over the top – gravity will take over on the way down.
- Slowly increase up elevator – once past the downward vertical start adding power.
- Exit the manoeuvre at the same height and position as entry (C).

Aspects which you need to manage:

- The model's wings should be level throughout the loop – control this with aileron input.
- The model may drift out of the plane of the loop – control this with rudder input but be careful to ensure you apply rudder in the correct direction (you'll soon know if you used left instead of right and vice versa).
- When entering the loop into a headwind, stretch through the bottom and tighten when downwind at the top. When entering the loop downwind, tighten the entry and stretch through the top. These techniques will help to maintain the circularity of the loop.

When you can perform a reasonable loop, try doing two consecutively. Then set yourself a challenge and aim for three. This will prepare you for your Gold Wings test where you'll need to do three consecutive loops into wind and three downwind.

Have a go and get those thumbs working. You'll be pleased with your increased skill level.



E-flite®



“OUTSTANDING PLANE!”

[Our] favorite warbird yet...the power is unbelievable. 🗣️

– BIGALANDSON, HorizonHobby.com customer review



NEW

P-39 Airacobra 1.2m

E-flite® warbirds deliver an outstanding scale flying experience flight after flight. From intricate surface details including panel lines, rivets and more, to authentic trim schemes and functional features including flaps and retracts, they not only look great — they fly great too. Plus many are available in Bind-N-Fly® Basic versions that include the advantages of exclusive Spektrum™ AS3X® and SAFE® Select technologies so they fly like they're on rails while also being easier to fly than other warbird models.



BACK AGAIN

Carbon-Z T-28 2.0m



T-28 Trojan 1.2m



P-51D Mustang 1.2m



P-47 Razorback 1.2m



F4U-4 Corsair 1.2m



Spitfire Mk XIV 1.2m

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**BEST
BRANDS
IN RC**

modelflight RC

Air Safety is No Accident

#1 Pre-Flight Checks

Did you know that you are required by MAAA to conduct a range check before the first flight with your model each day? Are you really sure that you know how to do a range check with your particular radio equipment? Please check your handling notes and ensure that you are doing the check correctly. This is usually by selecting a reduced transmitter power setting and testing over a distance of 30m from the model. Make sure the model is restrained and that the throttle is activated while the control functions are checked. If there is any doubt about the responses - DO NOT FLY. It is also a MAAA requirement to check that your Fail-Safe setting is activated and working correctly. This can be checked in close proximity to the restrained model. Open the throttle to about half then switch off the transmitter and see what happens. The motor will run for a few seconds and then stop. The controls should stay at neutral. The idea of this is that if the radio link is broken between the Tx and Rx, the plane will not fly away at full power. It will not land automatically but impact with the ground could be gentler. Take care to close the throttle on your Tx before switching it back on again. This avoids a sudden surge of electric power. Check your owner's manual for other possible Fail-Safe settings for IC power and Glider Models.

However, don't overdo it and "hog" the airspace. It is also a good idea to talk to the others and let them know that you would like to do the turnarounds. A bit of cooperation goes a long way.

Alternatively try your practice session at a different time of day. Mid air collisions can and do occur, even when only two aircraft are flying simultaneously. Random flights in conflict with others can cause stress. We ALL want to have fun safely.

#3 The Flight Line

Always take off and land 10 m out from the flight line. This avoids hitting the bollards and damaging your model or hitting other people flying their models.

Do not use the bollards as seats! You must stand behind them and not between them. Do not taxi between the bollards. Taxi access to the runway area is via the north or south. Smaller models may be carried through between the barriers but call out "On the field" (in a loud voice) and make others aware of your intentions.

#2 Conflicting Flight Paths

You arrive at the flight field on a busy flying day and desperately want to practice some aerobatics including turnaround manoeuvres. There are several other planes in the air but you decide to launch anyway and simply watch out for the others. Is this a good idea? No, it is definitely not.

This does not comply with HMAA By Laws. You are required to all fly in the same circuit pattern and direction. If this does not suit you at the time, simply wait for a few minutes until the airspace is clear and you have the airspace to yourself.



No-one wants to have this happen...



No need to Kamikaze!



That's it fellows!

Flying Achievements

Award	Member	Instructors
Silver	Henryk Tomczyk	Graham Paterson, Peter Robertson
Silver	Allan Langer	Ian Cole, Max Thomas
Bronze	Andrew Kallinicos	Kim Whitburn, Andy Hollitt
Bronze	Jeff Prosser	John Muckalt, Geoff Haynes





UPCOMING EVENTS

- Sun Dec 1 – Christmas function and trophy presentations
- Wed Dec 4 - MASA Meeting
- Wed Dec 6 - General Meeting
- Wed Jan 15- Committee Meeting
- Sun Feb 2 – Pylon & Combat
- Wed Feb 5 – MASA Meeting
- Fri Feb 7 – General Meeting

Got things to sell?

If you have some RC items to sell, you can advertise on the HMAc Website. Please email the details with photos to buzz@holdfastmac.asn.au For more info click [HERE](#)

Welcome!

We have some new members! Welcome to HMAc Joel Bowen and Scott Bown. We hope you find being part of our club enjoyable and rewarding.

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

October 6th

Open class pylon
 No flying due to adverse weather conditions

Standard class pylon

No flying due to adverse weather conditions

Electric class pylon

No flying due to adverse weather conditions

WW I combat

No flying due to adverse weather conditions

WW II combat

No flying due to adverse weather conditions

November 3rd

Open class pylon
 Tom Jacobsen (Noarlunga) 103
 Pete Robertson (HMAc) 97
 Graham Paterson (HMAc) 80

Standard class pylon

John Jefferson (HMAc) 62
 Barry Grivec (HMAc) 55

Electric class pylon

Vin Pike (HMAc) 85
 Kris Duda (HMAc) 53

WW I combat

No missions flown

WW II combat

No missions flown

Instructor Roster (Dec-Jan)

Date	Instructor	Instructor	Instructor
DEC 1	XMAS FUNCTION	NO ROSTERED	INSTRUCTORS
DEC 8	John Jefferson	Ian Faulkner	Andy Hollitt
DEC 15	Kingsley Neumann	Geoff Haynes	Phil Norwood
DEC 22	John Muckalt	Ian Cole	Kim Whitburn
DEC 29	CHRISTMAS BREAK	NO ROSTERED	INSTRUCTORS
JAN 5	John Jefferson	Andy Hollitt	Trevor Smith
JAN 12	Kingsley Neumann	Kim Whitburn	Phil Norwood
JAN 19	Geoff Haynes	John Muckalt	Ian Cole
JAN 26	Andy Hollitt	Kim Whitburn	Trevor Smith
FEB 2	John Jefferson	Kingsley Neumann	Ian Faulkner

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

