Holdfast Model Aero Club Inc.

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HOLDFAST BUZZ



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It's Renewal Time

Keep an eye out for your membership renewal notice in the coming weeks



A unique experience was had by attendees at the recent Fun-Fly event held at Hindmarsh Island. There was flying action by both full-size and model aircraft on the water and in the air. See page 4 for more details.

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 The Editor at <u>buzz@holdfastmac.asn.au</u> for inclusion in a future edition of BUZZ.



Terry Gold

"I can assure you that there is a place for you either on the committee or helping out in other ways."

From the President

I'm sure you will enjoy the photos of the Hindmarsh Island Member's Fun Fly later in this issue of Buzz. Many months ago HMAC member Steve Johnson approached Kingsley Neumann about the idea of hosting the club at Steve's flying field on the island for a weekend of flying. It's been a long time since the club has done an event like this but I hope those of you that attended are already looking forward to the next one. If like me you had to miss it, there is already talk of planning an even better event next year. Many thanks to Steve and Gerri, and their flying friends who hosted the event. And particular thanks to Kingsley and Geoff Haynes for the planning and promotion of the event.

I'm writing this column from the United States, after two and a half years of not seeing family and friends here. I was hoping this week would be a chance to fly with my friend Keith who introduced me to flying, but the weather has not cooperated yet. Keith and I were born on the same day, in the same hospital, just a few hours a part. We have been friends ever since and while we flew and built control line aeroplanes and model rockets, he went on to fly in the early days of RC and I didn't. I'm doing my best to make up for lost time! Since it is raining here today we are going to go spend a few hours in a couple of big hobby shops a few hours from here. Our visit is flying by and I'll be back home in Australia soon.

This year has been challenging for me, but also the best year of flying yet. With everything going on in my personal life, I have decided not to stand for President again at the AGM so we are going to need someone else to step up. It's been an honour to serve, and my plan is to continue to serve, but in other ways. Many of you have taken on maintenance of the field and other projects and I look forward to doing more of that sort of work that can fit around my schedule, as well as doing more building and flying!

The committee is encouraging everyone to consider putting their hand up to serve. I have really enjoyed my time on the committee, and many of you have done it before for longer than me. This club works because so many people pitch in to keep it going. If you are a newer member like me, I can assure you that there is a place for you either on the committee or helping out in other ways. You don't have to have thousands of hours of flight time to qualify, in fact a new member's perspective can help. I have learned so much about flying by serving and I am very grateful that I've had this chance. And to be clear, I'm not going away and I hope to see you on the flight line even more when I return home in a few weeks!

Terry Gold



Flying Achievements

Congratulations to the following Members on gaining MAAA Wings.

Name	Award	Instructors
Anthony Panteladis	Bronze (P)	A Hollitt, J Jefferson
Gabriel Green	Bronze (P)	J Jefferson, P Norwood
Xavier Lomas	Bronze (P)	J Jefferson, P Norwood

Pylon Racing Results

3rd April 2022

This event was cancelled due to the weather

1st May 2022

Open class Tom Jacobsen (Noarlunga) 104 Greg Leigh (Noarlunga) 93 Pete Robertson (HMAC) 79 Craig Spratt (Connie) 1

Standard class John Jefferson (HMAC) 80 Bryan Christie (HMAC) 77

Electric class Trevor Pearce (Connie) 104 Craig Spratt (Connie) 94 Greg Leigh (Noarlunga) 93



New Members

The Club extends a warm welcome to the following:

Anthony Panteladis

We trust that you will enjoy the facilities at Holdfast and have a great time flying RC

Upcoming Events

Friday June 3 Sunday June 5 Wednesday June 1 Tuesday June 21 Friday July 1 Sunday July 3 Wednesday July 6 Tuesday July 19 Wednesday August 3 Friday August 5 Social Meeting Pylon Racing MASA Meeting Committee Meeting Social Meeting Pylon Racing MASA Meeting Committee Meeting MASA Meeting HMAC AGM Page 4

HINDMARSH ISLAND FUN-FLY WEEKEND

On the weekend of 21-22 May, Steve and Gerri Johnson generously hosted a private Fun-Fly Weekend for Holdfast members at their property on Hindmarsh Island. With waterfront access, attendees had the opportunity to fly both conventional and float-equipped models. Three HMAC members arrived in their full-size aircraft and several of Steve's friends also flew in for visits. Steve has two airstrips on the site. This proved to be quite a unique mix of large and small aircraft for viewing both in the air and on the ground. The event was attended by 25-30 people over the weekend and Steve lit a large bonfire on Saturday evening which was quite a spectacle.

The variable wind conditions limited float flying to larger models, but it was great weather for general flying on both days. Steve has plans to develop the water frontage in the coming months, giving even greater access for float planes (large and small). Given the success of this event, he is looking forward to repeating it next year. If it goes ahead, be sure not to miss it.

Here are some photos showing the diversity of aircraft present over the weekend.



Some of the "floaters"

(continued on next page) >

HINDMARSH ISLAND FUN-FLY WEEKEND (cont.)













Ground School – Control Functions

John Jefferson

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.

Do you remember getting "A Simple Guide to Radio Controlled Flying" (or its predecessor "Principles of Flight") hand-out from the club? It's on our website and has been available for a number of years and provides an explanation of the basic principles of how an aircraft flies. Essentially the hand-out is a condensed version of the BAK (Basic Aeronautical Knowledge) publication which student pilots use when preparing to fly full size aircraft. Although we fly model aircraft, the principles are the same as they apply to full size aircraft, i.e. control function, forces acting on the airframe, climbing, turning, landing etc.

If you are a newcomer to flying model aircraft, it is strongly recommended that you familiarise yourself with the primary and secondary effects of the controls. If you are preparing to undertake your bronze wings test, the club requires you to undertake a theory test which includes some of the elements outlined in the Guide. So, let's have a look at some of those elements.

Primary function of the controls

Ailerons

The ailerons control the angle of bank and rate of roll. If you move the stick a small amount to one side the roll is gentle. If you keep on moving the stick the roll is faster. Once you have achieved the desired angle of bank you need to centre the stick otherwise the model will keep rolling, and when inverted will likely start a spiral dive. Not recommended, particularly when the model is at low level, unless you are intending to execute a roll and take corrective action to stop it losing height.

Elevators

The elevators control airspeed. Yes, that's correct; once the model is flying it's primarily the elevators that control airspeed. If you raise the nose, the airspeed decreases, if you lower the nose the airspeed increases. The airspeed changes with every change of attitude. Accordingly, the elevators control the airspeed and attitude of the nose.

Rudder

The rudder controls movement of the model in the yawing plane, i.e. moving the nose left or right. The rudder is used to counteract slip (sideways slipping in towards the centre of the turn) or skid (sideways skidding outwards from the turn). When entering or exiting a turn the aileron and rudder are used together – left aileron and left rudder, or right aileron and right rudder (with appropriate elevator input to stop the nose from dropping). We are fortunate that modern transmitters can be programmed so that 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.

"Although we fly model aircraft, the principles are the same as they apply to full size aircraft"

Ground School - Control Functions (cont.)

Throttle

The throttle controls altitude. Yes again, that's correct. Altitude is maintained with an appropriate power setting. Reduce the power and the model will begin to descend. For example, when setting up for a landing, attitude and airspeed is controlled with the elevators while the rate of descent is controlled with the throttle.

- So, to summarise, the four primary controls are:
 - ailerons which cause rolling/banking;
 - elevators which cause pitching movements and control airspeed;
 - rudder which causes yawing; and
 - throttle which controls altitude.

Next instalment we'll look at some secondary effects of the controls. In the meantime, keep those thumbs busy on your transmitter sticks and clock up some airtime.

Postscript for followers of my Extra 300s saga

After its terribly firm arrival on terra firma, I've started building a new fuselage to mate up with the unscathed wing which survived the ungainly ordeal. I'm taking my time with the build and once again made some minor variations from the plan. Hopefully the result will prove to be airworthy – time will tell.



John Jefferson



Useful Tips from the CFI

TURN POINTS.

I fly radio control models in various locations and I've learnt to use turn points. I was reminded of this while setting up for landings at the Hindmarsh Island float plane event. I was flying a large model in to a very tight (and wet) landing zone. Fortunately, there was a big tree beyond the point where I needed to turn from base leg to final approach. When the model was in line with that tree, that was my turn point. It put me on to the glide slope for a perfect landing, so all I had to do then was control the rate of descent. At HMAC we have black crosses on yellow back-grounds fixed to the North & South fences. When your model is in line with those turn points (and not before), then you turn from base leg to final and you'll be on the glide slope to land on the field, not in the rough!

SAFETAG.

Look at the electric models in the pits. Is the plane safe? Is the LIPO disconnected; or has someone put the plane in the pits and not unplugged the battery, so the plane is powered up, ready to injure someone if the throttle is knocked. If there's a green ribbon in sight then we know the plane is safe. The green ribbon is attached to a dummy plug, which is plugged in to the ESC connector, so we know the plane is safe. Planes in the pits must not be powered up.

PROGRAMMING BLUES (maybe red).

When programming radio functions, restrain the model or remove the prop. As you scroll through the various mixing functions on your transmitter, you may well pass through a mix involving throttle and something else. At this point the motor may well go to full throttle and you can guess the rest. Unfortunately, this is not unusual and can result in damage or injury.

RECOGNISE YOUR LEVEL OF SKILL.

We have over 100 members with various levels of skill. The vast majority of our guys fly models within their level of skill because.... they don't want to crash and destroy their model! The committee doesn't want you to crash your model either. HMAC is bounded by 2 main roads, there's a couple of communication towers to run in to and there's 3 ovals with kids playing soccer. So, for safety, please ask yourself before taking to the skies; am I capable of flying this model? HMAC is fortunate to have many instructors who are happy to check your model, test fly it and stand with you for the first flight, Just ask.

Andy Hollitt



"... please ask yourself before taking to the skies; am I capable of flying this model? "

Around the Club

What's happening around the Club? Well quite a lot actually. The most obvious change is the dropping of our Covid Safe Plan. The State Government has advised us that restrictions no longer apply to our activities inside and outside of our Clubrooms. This sounds great but it assumes that responsible citizens will go ahead with their vaccination program for best protection from the worst effects of the Covid-19 Virus and its variants. And don't forget your flu shots!

It's almost mid-year and the weather has definitely taken a turn for the wetter. Even though this hinders flying sometimes, at least the grass will grow long and strong and any cracks in the surface will close up. We are thankful to the mowing team of Karl Heberle and Greg Peake. I am sure that they would appreciate a hand sometimes, but you will need a little training session on the mowers.

Have you noticed how fresh the Club Canteen looks with its detailed renovation of the storeroom area and the new outside paint work? One man is mainly responsible for all of this, although some members have helped him on occasions. Bryan Christie has taken on the project and it is a credit to him. We are forever grateful for the work that you have done on all of the old buildings, Bryan.



There are a number of Club Members who have given generously of their time in the past. As you will have read in Terry's notes he will be standing down from the President position at the end of his term in August. Some other Members of the Committee may also be retiring. When we know more about the details, I will let everyone know and I will be asking all Members to think seriously about becoming involved in the Club Management.

HMAC has the highest Membership of all SA Clubs. The ground work has been done for our success by the diligence of past Members. How about coming on board? All positions will be declared vacant at the AGM. Nominations can be accepted in writing prior to the meeting or verbally on the night. When is the AGM? **Friday 5th August at the Clubrooms**.

Kingsley Neumann Buzz editor and Club Secretary

"... I will be asking all Members to think seriously about becoming involved in the Club Management." ч×

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