



HOLDFAST BUZZ

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Working Bee - Please Help

There will be a working Bee at the field on **Saturday 5 April 2014 commencing at 8.30 am**. The main task is to once again attempt to repair the damage caused by the soil cracking. We will also be filling any rabbit scrapes. There are also a number of other maintenance issues to be addressed. Please bring a pair of gloves and a shovel. Depending on the number of workers we should be finished within a couple of hours.



THE ITALIAN JOB

Kingsley Neumann's
Sebart Wind

Kingsley Neumann's latest acquisition is this beautifully crafted Wind 50E, designed by Italian champion Sebastiano Silvestri. More details on page 2 ...

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@itapps.com.au for inclusion in a future edition of BUZZ.



Kingsley Neumann

"... There is nothing worse than setting your plane up, with one eye on the weather only to be caught out by annoying drizzle ..."

From the President

It would be reasonable to say that most people who join our Club do so in order to fly Model Planes. Therefore the committee is directing its attention to that very activity. The thing that bothers us so much is that we have quite a few things that could be improved, one being some proper shelter out at the pits area.

There is nothing worse than setting your plane up, with one eye on the weather only to be caught out by annoying drizzle. For quite some time we have been thinking about a solid roof for the pits instead of the shade cloth. No decisions have been made but if anyone has any connections in the carport industry please let us know. There are a number of things to consider including shelter from the wind and reasonable access.

Another annoying problem that we have is those cracks and holes on our drought affected field. Ideally we would prefer a nice grassy patch, closely mown and resembling a bowling green. We used to pour huge quantities of water onto the field when it was cheap but now we are watching the costs escalate. Of course we have had to cut back on watering and the cracks have appeared. (Did they ever go away?). Nobody likes to have their undercarriage torn off from their favourite model so we are looking at a number of possibilities.

First and foremost we will try and fill the cracks again with topdressing mix and some serious tamping down. At the Working Bee on 5 April, we will be spreading fertilizer to promote more growth in the couch grass. And we will be praying for more rain to both swell the soil and promote growth. There is also a future plan to install a mesh "runway" that

does not need watering. This may be much more difficult than it first seems. And it might not suit all flyers.

There has been talk of such improvements in the past but nothing has happened for various reasons. It is encouraging to hear that cash grants may be available from a variety of sources. The committee will be investigating the best way to improve our field.

We are approaching that time of the year when we consider the annual budget and set our fees. Please read the notice of meeting elsewhere in this issue. A new database has been introduced by MAAA and I attended a workshop to learn about it. It is a web based system and eventually Members will be able to do their renewals on line. Until that happens we will continue with a form that updates your details each year. Watch out for this one on our webpage at <http://holdfastmac.asn.au/>

Our dedicated group of Instructors is just managing to keep the students all progressing (despite the odd crash or two!) but we could do with a couple more Instructors to share the load. If you are qualified and can help please let me know. If you are near Gold Wings standard and would like to get the qualification, please let me know that too.

Kingsley Neumann



Cover Photo Details



The Sebart Wind 50e is designed by Sebastiano Silvestri. F3A competition model (although not quite maximum size F3A). Powered by Dual Sky 50 motor, 6s pack, 80A ESC, 16x12 prop, Weight 2.3 KG plus 1.1 KG for the battery, Span 1580mm Length 1660mm, Futaba 8FG radio using 6 channels. Kingsley says it flies like a dream and has encouraged him to build his skills!

The kit is beautifully crafted and covered in Econokote. One unfamiliar component is the strange rudder which is *thicker* at the trailing edge than at the leading edge! The designer calls for 90% exponential on ailerons for 3D flying, with massive movements of the control surfaces. Needless to say, Dave Whitten advised Kingsley to reduce the rates and the exponential to more or less HMAAC standard. He agreed willingly.



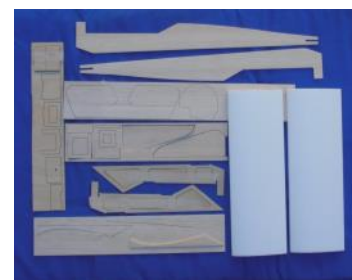
Eindecker Building Project — by John Jefferson



This modelling hobby of ours provides us with plenty of opportunities to expand our personal aircraft fleet/squadron. There are many kits available which cater for the different requirements of individual modellers. However, there are times when that special model cannot be found, is available in a scale that is either too small or too large, or is made of foam instead of the usual balsa/ply material. So, how can we get that special model? Build it! There are a number of members in our club that build models the traditional way, i.e. from a set of plans.

Recently I had the urge to get myself a Fokker Eindecker (German WW I fighter), preferably a laser cut kit. I checked local, interstate and overseas hobby shops but couldn't locate an Eindecker in the size I wanted (about 1 metre wingspan powered by a .25 glow engine). Searching the internet I found a set of plans that appeared reasonable, so I downloaded a copy.

Thinking through the process of cutting out the plywood formers and doublers (and other sundry items) with my mini saw I decided that accuracy would be better served if I had some help. Same with the wings as my preference is to use foam cores sheathed with balsa instead of traditional rib and spar construction. Luckily help was at hand via HMAC Club member Bob McEwin who has a CAD-CNC cutting system at home. Bob has previously supplied me with pylon racer short kits and foam wings which were top quality. An email to Bob with a PDF copy of the plans started the ball rolling. Bob modified the plans to make sure there was adequate strength in critical areas, particularly the end of the fuselage where the tailplane and fin/rudder meet, and to simplify the construction. I was not after an exact scale representation; a stand-off scale would suffice, so the modifications were more than satisfactory.



The short kit was ready in no time. First task was to look over the individual pieces (the jig saw puzzle), check them against the plans Bob drew up and work out a building sequence, noting what items I'd have to obtain and/or manufacture to complete the airframe. In a situation like this there are no instructions; you have to rely on previous modelling experience and an understanding of what goes where. Although I was anxious to start, the Eindecker had to wait until I finished a new standard class pylon racer for the 2014 season.



As soon as the pylon racer was completed I cleared my work area and started on the Eindecker. First task was to cover the foam wing cores with balsa (I usually use 1.5 mm thick sheet and two part 30 minute epoxy thinned with methylated spirit – haven't had a failure yet). Next task was to glue the doublers to the fuselage sides (triple checking to make sure I had a left side and right side as I didn't want a repeat of what I did a few years ago where I made two left sides, or was it two right sides – it's no fun trying to unglue a doubler!). Once the doublers were securely affixed I laid out the fuselage in my building jig and glued in the formers.

Now the wings are sheathed it's time to add the leading and trailing edges, ailerons and wing tips; then work out the best placement of the aileron servo/s followed by the mounting points. Do I use a single servo with torque rods for the ailerons or a servo for each aileron? Hmmm, need to give this some thought. It's an interesting exercise indeed.

To be continued.



Flying Achievements

Solo: **Matthew Smith** (Instructors - Ross Lloyd, Matt Jamieson)

"...In a situation like this there are no instructions; you have to rely on previous modelling experience and an understanding of what goes where..."

Evening Flying - Apr 4th

Members are invited to bring their models to the field for an evening fly prior to the General Meeting on Friday April 4th.

As Daylight Savings ends on the 6th April, this will be the last opportunity to get some flying in before the sun sets and the meeting commences - weather permitting, of course!



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 - March 2014

Open class pylon

Tom Jacobsen (Noarlunga) 109
Pete Smyth (HMAC) 107
Peter Robertson (HMAC) 100
Vin Pike (HMAC) 98
Greg Leigh (Noarlunga) 97
Finn Kank (Noarlunga) 82
Graham Paterson (HMAC) 74
John Yianni (Connie) 45

Standard class pylon

John Jefferson (HMAC) 69
James York (Noarlunga) 66
Ian Cole (HMAC) 58
Les Mephram (HMAC) 52
Peter Oliphant (HMAC) 10

WW I combat

Barry Grivec (HMAC) 1
Merv Harris (HMAC) 1
Max Thomas (HMAC) 1

WW II combat

No missions flown



SCHEDULE OF EVENTS

- Wed Apr 2 - MASA Meeting
- Fri Apr 4 - General Meeting
- Sat Apr 5 - Working Bee
- Sun Apr 6 - Pylon & Combat
- Wed Apr 16 - Committee Meeting
- Sun Apr 20 - Fun Fly

Budget Approval and Setting of Fees

HMAC Members are advised that a General Meeting will be held at the Clubrooms on **Friday 2 May 2014** for the purpose of approving the Budget for 2014-2015. This is the meeting where the Club Fees are agreed upon so please try and attend.

Instructor Roster (April - May)

Date	Instructor	Instructor	Assistant
MAR 30	Kingsley Neumann	(Open)	Ted Carter
APR 6	John Jefferson	Ross Lloyd	Trevor Baudinette
APR 13	Matt Jamieson	Graham Paterson	Max Thomas
APR 20	Peter Robertson	Kingsley Neumann	Ted Carter
APR 27	(Open)	Ross Lloyd	Trevor Baudinette
MAY 4	John Jefferson	Peter Robertson	Max Thomas
MAY 11	Matt Jamieson	Graham Paterson	Ted Carter
MAY 18	Kingsley Neumann	(Open)	Trevor Baudinette

Our thanks go to those keen instructors who offer their assistance to train new pilots. Some even turn up even when they are not rostered on. Advanced Flying Training is available on request, so if you want to brush up your flying for a Wings test, please arrange a session with one of the Instructors. There are still a number of "Solo Only" flyers out there who could easily qualify for the Bronze Wings.