



HOLDFAST BUZZ

Inside this issue:

From the President	2
New Student Log Book	2
Eindecker Building Project - Part 2	3
Flying Achievements	3
Are You a Financial Member?	3
Competition Results	4
Instructor Roster	4
Upcoming Events	4

May General Meeting

At our General Meeting on Friday, May 2, the 2014-15 Budget will be presented. An important part of this agenda item will be the setting of membership fees.

Please join us at this meeting if you want to have your say,

Easter Parade



Perfect Easter Sunday weather set the scene at Constellation for a wonderful line-up of scale models at their Scale Fun Fly. More details on page 2 ...

The HMA 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

"... I have been advised of a couple of aircraft getting out of control and crashing well outside of our authorised area ..."

Student Log Book Update

The HMAA Student Log Book is being reformatted and changed to indicate the new forms which must be filled out by the Instructors. The book will be simpler and easier to use.

The HMAA Solo Status remains as the aiming point for all students. Bronze and Gold Wings tests will need to be done using the MAAA forms 0016 and 0017. Changes in Wings Status will be hand amended on the MAAA cards by Instructors.

It is anticipated that the new books will be available shortly.

From the President

The working Bee went very well. We managed to spread 5.6 Tonnes of top-dressing soil but I am afraid the task is much bigger than we first thought. It will have to be done several times before the cracks are actually filled. A good heavy rain would also help. Meanwhile please take care with any models having small wheels. It is very easy to get caught in a crack and flip over, possibly damaging your model.

The Club Tractor is giving us trouble again. Now we have a problem with the engine block allowing coolant to get into the sump. This is despite a recent overhaul of the head and head gasket. This time it is serious and we will have to spend a reasonable amount of money to have it repaired or replaced. Things don't last forever. Fortunately we have money saved to cover such eventualities. It has caused the Committee to call a pause in planning for sheds and other improvements until we know exactly how much we will have to outlay for the tractor.

The important Budget setting General Meeting is coming up for anyone interested on May 2nd. As a responsible committee we will probably have to raise the Club Fees to cover at least inflation since the fees were last raised.

It is not all doom and gloom. We have had some very nice flying weather over the Easter period. I managed to get up to the Barossa and watch the Australian Electric Championships. There are some amazingly powerful electric options these days. I also visited Constellation Club and flew in the Scale Fun Fly. We have some very talented builders here in South Australia.

There were a few ARF models but most were scratch or kit built in the old fashioned way. One thing that was noticeable at both fields was beautiful well watered grass. They are lucky to have recycled water laid on at Connie and some private arrangement with the irrigators at Rowland Flat. Water is our biggest single expense at HMAA. The committee is still searching for a possible artificial turf or conveyer belt solution.

It is always good to visit another Club and usually Clubs expect a minimum of Bronze Wings for visitors. So if you don't have them yet how about doing the very simple test? Gold Wings is also an option for many. Usually a kind Instructor will give you a bit of extra tuition around midday on a Sunday or you can make individual arrangements.

Safety is always on my mind. I have been advised of a couple of aircraft getting out of control and crashing well outside of our authorised area. Good preparation of your model is essential. Aircraft can be very unforgiving.

One thing that is often missed is a check of your "Fail Safe settings". All radio brands have different ways of setting the Fail Safe and it is never really going to save a model. The very minimum settings to use are idle cut off on the motor and neutral on all other controls. There is no need to try and do anything fancy but please be aware of how your radio can be set and check it before you set out for the day.

Kingsley Neumann



Cover Photo Details

Some of the models on display at the Connie Scale Fun Fly:



1. Gary Bergen's magnificent Giant Scale Super Stearman, powered by a five cylinder Moki Radial
2. Gary Bergen's Giant Scale P51D that must have been around for 10 years or more at these shows. He always flies his models in a most realistic manner.
3. Trevor Gale's Spitfire in high altitude Recce colours (I don't think the English sky is THAT blue) and his complex Northrop P61 twin that looks menacing in the air. Two 40 cc petrol motors and lots of electronics (which gave him a bit of trouble)

Eindecker Building Project - Part 2 — by John Jefferson



The building project progressed faster than I expected. It actually looks like an Eindecker, even with the modifications aimed at strengthening the airframe and simplifying the build process.

In the last instalment I pondered whether to use a single servo with torque rods for the ailerons or a servo for each aileron. The decision was not difficult – a servo for each aileron. The reason was simply because there was no room for the torque rods in the fuselage; the available space was needed for the battery pack and fuel tank. The short nose section, together with reinforcement for the undercarriage mount, did not provide enough space for the battery or tank, so these units had to be pushed back a short distance where the torque rods would normally come out under the wing. I even considered placing the torque rods on the upper surface of the wing, but the mid wing placement and cockpit assembly similarly did not provide enough space. So separate servos it was.

The tail feathers also took some thinking to come up with a workable solution. As the elevators are separate units, there were two practical ways of setting them up:

- 1) join the two halves with a “U” shaped wire and operate via a single control horn; or
- 2) operate each half via a “Y” shaped control rod and individual control horn; with a single servo in both cases.

An alternative method would be a separate servo for each elevator half, but there was not enough room to install two servos. An added complication would be potential interference with the rudder servo and control rod. I chose the bifurcated control rod (“Y” shape) method, attaching the relevant wires to a wooden dowel – simple.

Now, how to tackle the fin/rudder. This is relatively small, so I wanted as much control authority as possible, which meant an all moving unit. Judicious placement of the hinge and control rod did the trick. While sorting out the rudder, I decided to install a tail wheel instead of a tail skid to make taxiing easier. I know this isn't as per the original but I wanted reasonable ground handling.



Building the fuselage was straightforward as it's basically a box structure. The difficulty would be trying to come up with a round semi-cowl as used on the full size. I'm no panel beater so there's no way I could hammer out a sheet of metal. This may take some time to come up with a half-decent solution. Ah well, it'll still fly without a cowl up front.

While all this was happening I started thinking about a colour scheme. It appears the originals commonly had a cream/light beige finish. Should I follow tradition or use another scheme? I decided on a red and white scheme, partly because it's reminiscent of the Red Baron's colours and partly because the model is semi-scale anyway. Appropriate “Iron Cross” decals were ordered online and will be affixed after the maiden flight; don't want to order more if the maiden flight doesn't go to plan.

Once the building was finished it was time to set the control throws. Again, no instructions to go by. Guesswork comes into play here. I set up what I considered to be reasonable for each control surface, programmed lower dual rates on ailerons and elevator in case the main rates were too sensitive, and hoped the maiden flight would not hold any nasty surprises for me. Can't wait!

To be continued.



“... I decided on a red and white scheme, partly because it's reminiscent of the Red Baron's colours and partly because the model is semi-scale anyway ...”

Are You Financial?

The Committee has become aware that some people have been flying at our field who are not Financial Members of our Club. Sometimes this can be a simple matter of forgetting to renew. Other times it might be quite a deliberate action.

If you are not financial then you are not insured. Simple as that. All Committee Members have access to the Club Data Base and can check your status. We don't want it to get to the stage where we need to do a Card Check but please be aware that we are watching.

We do not like being taken advantage of, so if you suspect that someone has not renewed but is still flying, tell a Committee member.

Flying Achievements

Bronze: **Riley Smith** (Instructors - Graham Paterson, Kingsley Neumann)
 Bronze: **Claude Cerro** (Instructors - Ian Cole, Ian Williams)



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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 - April 2014

Open class pylon

Pete Smyth (HMAC) 116
Greg Leigh (Noarlunga) 97
Vin Pike (HMAC) 97
Peter Robertson (HMAC) 89
Graham Paterson (HMAC) 82
Tom Jacobsen (Noarlunga) 45
John Yianni (Connie) 20

Standard class pylon

John Jefferson (HMAC) 70
Mike Keele (HMAC) 69
James York (Noarlunga) 66
Les Mepham (HMAC) 65
Peter Oliphant (HMAC) 48
Ian Cole (HMAC) 27

Electric class pylon

Bob McEwin (HMAC) 88
Ian Cole (HMAC) 50

WWI combat

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

WWII combat

No missions flown



SCHEDULE OF EVENTS

- Fri May 2 - General Meeting
- Sun May 4 - Pylon & Combat
- Wed May 7 - MASA Meeting
- Wed May 21 - Committee Meeting
- Fri May 30 - MASA AGM

Presenters at Upcoming General Meetings

Some interesting presentations are planned for the May and June General meetings.

On Friday May 2, Steve Nelson will give a talk on his full-size aircraft build project.

On Friday June 7, Ian Williams will share his experience with UAVs.

Both presentations should be very informative, so mark these dates in your diary.

Instructor Roster (May - June)

Date	Instructor	Instructor	Assistant
APR 27	Kingsley Neumann	Ross Lloyd	Trevor Baudinette
MAY 4	John Jefferson	Peter Robertson	Max Thomas
MAY 11	MOTHERS DAY - NO INSTRUCTORS ROSTERED		
MAY 18	Kingsley Neumann	(Open)	Trevor Baudinette
MAY 25	Ross Lloyd	John Jefferson	Max Thomas
JUN 1	Peter Robertson	Matt Jamieson	Ted Carter
JUN 8	Graham Paterson	Kingsley Neumann	Trevor Baudinette
JUN 15	(Open)	Ross Lloyd	Max Thomas

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.