



HOLDFAST BUZZ

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Come to The HMAC ANNUAL AUCTION

Be sure to attend this special event on Friday Nov 7.

Sell your pre-loved models or snap up a bargain.

Full details on page 5



Warbirds Over HMAC

The fun of WW1 combat competitions prompted John Jefferson to build this Fokker DVII to WW1 combat specifications. Read more about his latest construction project on page 3



Kingsley Neumann

"... Also on the general subject of flying at Holdfast I would like to remind everyone to try and stay within the authorised overfly areas at all times. ..."

From the President

Well, I am back on deck after a rigorous overseas holiday. It was most enjoyable but also hard work dashing about in foreign lands. I can tell you with a great deal of conviction, it is good to be back!

I must thank Graham for acting on my behalf while I was away. There seems to have been quite a lot happening on the home front. Decisions have been made about our flight line facilities and you can read about them in detail in this newsletter.

It appears that summer has hit with a vengeance weeks ahead of time. As I write this we are looking at five or more days over 30C. This means that our watering program must start very soon. We are waiting on a fertilizer spreader and it would be great if we got some assistance from above by way of moisture.

A number of new Members have joined up and are looking forward to learning to fly. One of the latest is David Marques with his giant scale Carbon Z Cub. I had the pleasure of flight testing this machine with John Jefferson recently. It is an indication of how far "foamies" have really come. This substantial Cub is very large. It utilizes the AS3X stability system and it appears to work well.

The system is not an auto pilot nor is it a device to turn models back up the right way if they get inverted. It does however make the tracking of the model very positive. Instructors need to be made aware of how this works and I will be putting out a bulletin for Instructors shortly.

I was at Model Flight recently and had the latest "wireless" training system explained to me. I can see this as being very useful for

HMAC instructors. The Club will have to consider upgrading its training equipment. There is no substitute for repetitive practice when learning to fly. Regular attendance at training sessions is the way to go.

Also on the general subject of flying at Holdfast I would like to remind everyone to try and stay within the authorised overfly areas at all times. This will avoid dangerous results when things go wrong. We are fortunate to have a relatively large area to the east of our field and although it is not strictly an overfly area, at least there are no roads or cars in the immediate area.

The Committee is considering a new Club Rule that requires notification to the Committee of all crashes that occur outside of the normal overfly areas. We are in a prime position for access from the southern suburbs and we want to keep the Flying Field for a very long time.

The auction is coming up on Friday November 7th at Cosgrove Hall. This is quite a bit later in the year than we usually have it, but at least the weather should be warm. I have heard a rumour that at least one Local Hobby Store will have a clearance table so you can expect some bargains. I am also expecting to see a number of the older 36Mhz radio sets for sale by members as they upgrade to 2.4Ghz. There is nothing wrong with those old sets as long as they are maintained carefully and a frequency key is used to avoid clashes.

As the year winds up we are planning the annual Christmas BBQ and trophy presentation on Sunday December 7th. Please keep this date in mind for a midday lunch.

Kingsley Neumann



'War Against Wabbits' continues



Thanks to all who volunteered their time on Saturday October 11 to rabbit-proof the perimeter of the clubhouse. Hopefully this exercise will prevent any further undermining of the surrounding paving.

Our photo shows some of the members attaching the steel meshing to the sides of the building. The barrier forms an L-shape which extends below ground level to stop the rabbits burrowing their way under the clubhouse.

Fokker DVII Project – by John Jefferson



It's been a while since I finished the Fokker Eindecker build project, which successfully flew I'm pleased to say. It's even flown a few WWI combat missions during our club's monthly competitions, although Barry Grivec did "shoot" me down (cut my streamer) on one of those missions. Well done Barry!

My empty building board was begging for another project, so I decided I'd have a go at building a biplane conforming to our WWI combat specifications (40" wing span and 25 size motor). Again I contacted Bob McEwin who cut a short kit and foam wings as a starting point – thanks Bob. Laying out the cut parts in my workshop I wondered why I committed myself to a biplane. I'd not owned or flown one before, so this would be a new experience for me.

The build started, wings first, sheeted and joined. The fuselage and tail feathers followed. So far so good. Then the interesting part cropped up – how was I going to join the top and bottom wings (sheeted foam) and incorporate the correct decalage? Come to that, what is the correct decalage for a DVII? Trawling the internet there seemed to be many opinions as to how a biplane should be rigged, some of them conflicting. What to do. Eventually I found a German site which diagrammatically showed decalage angles for a full size DVII, so I used that as the basis for my model (bottom wing 0°, top wing -1.5°). I also copied the wing stagger from the site's diagram (top wing forward of the bottom wing). Some more internet trawling and I came up with a formula for determining the CofG, notwithstanding that some of the information was confusing or not clearly explained. Oh boy, what did I get myself into with this project? Would it fly? Ah well, the maiden flight won't be boring.



The most complex part of the build was working out and then fitting the cabane and inter-plane struts onto the wings. Perhaps I should have made the wings in the traditional way, that is, spars and ribs, which would have made it easier to incorporate attachment points for the struts. As I chose sheeted foam wings, there were no ribs available. My solution was:

- reinforce the top and bottom surface of the wings with fibreglass tape over the areas where the struts would be attached; and
- use thin aluminium to make hard points on the top of the top wing and bottom of the bottom wing (effectively oversize washers), together with thin aluminium 90° angle brackets on the bottom of the top wing and top of the bottom wing – lots of cutting with a hacksaw, filing and drilling holes.



These hard points were secured by small bolts and nuts passing through the wing; then the struts were secured to the angle brackets. Originally I was going to make the struts from hardwood, but ended up using thin aluminium strips. Anyway, the explanation sounds complicated but it was a straightforward although a finicky and time consuming exercise.

The colour scheme I chose was red (a la Red Baron) with white lower wing and tail feathers. It should be easy to see in the air. The German insignia decals can wait until after the maiden flight.



The build finished it was time to fit the engine, servos, battery, receiver etc. All went well. A bit of thought went into setting up the control movements as there is no instruction sheet to follow. Hopefully I've got it close to optimum, but there's only one way to find out – get it in the air. I'm waiting for the right day weather-wise before I take the plunge. Watch this space!



Advertise What you Want to Buy or Sell on our Web Site
Send details & photos to Geoff Haynes –
buzz@holdfastmac.asn.au



"...with proper use of fertiliser, seeding, soil treatment and irrigation, we should be able to achieve a smoother grassed surface with reduced cracking of the soil ..."

Final Working Bee for the Year

That time of year is approaching when some general maintenance of the field and clubrooms is required.

On **Saturday November 29, commencing at 9:00 am** we need to do general weeding, hole filling, gutter cleaning and a spot of painting (gates, fence posts, etc).

If you can lend a hand it will make the task so much quicker and easier to complete, so bring along any if the following: shovel or spade, garden gloves, whipper snipper, paint brush. See you there!

Update on Field Projects

As many of you may be aware, the Committee has for several months been looking at ways to provide improvements to the runway, pits area and storage facilities at an affordable cost. These projects were listed as the top 3 priorities by our members in the recent survey.

Despite our efforts to find a low cost solution for a synthetic runway surface, the actual cost of doing so is well beyond the Club's financial limits. Consequently, the only realistic alternative is to invest in the care and feeding of the existing grass surface. Consultation with turf experts indicates that with proper use of fertiliser, seeding, soil treatment and irrigation, we should be able to achieve a smoother grassed surface with reduced cracking of the soil.

The committee has considered several designs for a sheltered structure to replace one of the shade cloth covered areas behind the pits, with due regard for the upper limit of \$15,000 approved by the members for this project. The final choice should satisfy our requirements and can be built for less than \$12,000 including council approval and provision of footings to comply with local wind factors. Consequently, we should be able to provide both the runway and pits area improvements within the amount approved for the pits area project alone.



Proposed new Shelter for pits area

The construction of a new building to provide tractor garaging, equipment storage, catering and amenities involves a major financial outlay. Because of the high cost of this project, the committee is actively pursuing opportunities to obtain grants from MAAA and the Dept of Sport and Recreation. The plan is to deploy the project in stages, beginning with garaging for the tractor. The design provides for extensions in such a way that we will still end up with a single structure providing all facilities, while allowing us to prioritise our needs and address them in turn as funds become available.



Proposed new Storage & Facilities Building

From the outside looking in, it may appear to be taking a long time for any action to be forthcoming. However, the committee is executing due diligence to ensure that money is spent wisely and any project we undertake will be a long term solution to our needs. Much of the deliberation phase is now behind us, so watch this space for visible progress!

Geoff Haynes



Birthday Party and Get Together

When: November 15th, from 6:00 pm.

Where: HMAc Clubroom

It is nominally a "140th birthday party" for Ron Deam and Klaus Rudloff, but to keep everyone happy we also include Sonia Cole, Neil Towns and Les Mephram, who have birthdays shortly. Ron will be 80, Klaus 60 and Neil 50, Les is a bit over 70. Sonia is ... umm, ask her yourself if you're game! You could bribe John Anthony, he knows.

No gifts. A card between all and a couple of special cakes would be quite appropriate.

ALL WELCOME. BYO food & drinks. BBQ available.



Holdfast Model Aero Club

ANNUAL AUCTION

Friday Nov 7th 2014

Cosgrove Hall, 50 York Avenue, Clovelly Park



ADMISSION
\$5.00
Juniors: Free

Doors open at 7:00 pm
for set up only.

Trading tables operate
from 7:30 pm.

Auction of larger items
starts at 8:00 pm

Cool drinks, tea, coffee
and biscuits on sale

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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 5, 2014

Open class pylon

Greg Leigh (Noarlunga) 94
Peter Robertson (HMAC) 88
Vin Pike (HMAC) 22
Graham Paterson (HMAC) 21
Finn Kank (Noarlunga) 20

Electric class pylon

Bob McEwin (HMAC) 89
Ian Cole (HMAC) 72

WW I

No missions flown (too windy)

WW II

No missions flown (too windy)

Standard class pylon

John Jefferson (HMAC) 70
Ian Cole (HMAC) 64
Les Mephram (HMAC) 59
Mike Keele (HMAC) 50



SCHEDULE OF EVENTS

- Sun Nov 2 - Pylon & Combat
- Wed Nov 5 - MASA Meeting
- Fri Nov 7 - HMAC Auction
- Sun Nov 9 - Scale Fun Fly - (Strath)
- Wed Nov 19 - Committee Meeting
- Sat Nov 29 - Working Bee
- Sun Dec 7 - Christmas BBQ & Trophy Presentation

Flying Achievements

Solo

Geoff Loades

Instructors - Graham Paterson, Max Thomas

MAKE SURE YOU LOCK THE GATE PROPERLY



It has come to our attention that the combination lock on the main gate can easily be sprung open if the tumblers are not effectively "scrambled" when locking.

Please ensure that you rotate at least two tumblers by two or more positions away from the combination values when securing the gate. It is not sufficient to move just one tumbler by one position. Thank you in anticipation of your cooperation.

Instructor Roster (November-December)

Date	Instructor	Instructor	Assistant
OCT 26	Peter Robertson	Matt Jamieson	Ted Carter
NOV 2	Graham Paterson	Ross Lloyd	Trevor Baudinette
NOV 9	Kingsley Neumann	(Open)	Max Thomas
NOV 16	John Jefferson	Matt Jamieson	Ted Carter
NOV 23	Peter Robertson	Graham Paterson	Trevor Baudinette
NOV 30	Ross Lloyd	Kingsley Neumann	Max Thomas
DEC 7	John Jefferson	(Open)	Ted Carter
DEC 14	Matt Jamieson	Graham Paterson	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.