



HOLDFAST BUZZ

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GENERAL MEETING FRIDAY FEB 6

Be sure to attend this meeting and put forward your views on appropriate flying restrictions during days of extreme heat. Meeting commences at 8:00 pm.



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

".. The Committee is also concerned about the possibility of a fire starting as a result of a crashed model plane on any dry grassy area just outside of our fence ..."

From the President

With every Adelaide Summer there invariably comes a certain amount of fire danger. We have lived with this for many years but a couple of changes have been forced upon us.

DEWNR has always had the power to close National Parks and Recreational Parks across the state on days of extreme fire danger. We recently experienced this for the first time when we were advised that we must lock our gate and prevent access for our normal activities. The Committee was disappointed to see this happen but after consultation we have been advised that closures will be quite infrequent, but they will occur.

I have to ask for cooperation from the Members in this matter and please obey the directives that may be issued. A new sign has been obtained and will be attached to the gate when closures occur. In actual fact the days will probably be limited to those days of "Catastrophic Fire Danger" in the Mt Lofty Ranges despite the fact that our field is actually in the Adelaide Metropolitan CFS Area. It is unlikely that anyone would want to fly their plane on such hot and windy days. And in fact the closure requires us to vacate the field. Members can expect an email notification and are advised to check the Club Web page for any bans and closures.

The Committee is also concerned about the possibility of a fire starting as a result of a crashed model plane on any dry grassy area just outside of our fence. There is a small risk that large capacity Lithium cells could short circuit or that petrol ignition motors could cause a fire. It is going to be hard to write a rule for this because some small electrics,

particularly helicopters, usually fly over the greener irrigated areas. Some other SA Clubs operate in rural areas that have crops around them. They usually ban flying on CFS Total Fire Ban days. We don't anticipate such a rule at HMAc but all Members are requested to consider the risk when operating these types of models. A general discussion will take place on these matters at the next Social Meeting on February 6th.

It is pleasing to see some new faces at the Sunday Morning Flight Training sessions. Our Instructors have been tested somewhat by the appearance of some new and sophisticated models that require some special techniques when setting up for Buddy Box. There are traps for all concerned. Fortunately no models have been lost as yet but I have personally had a weird experience flying an Apprentice while the "Panic Mode" was activated. Thanks to a level head and a bit of good luck I managed to get the model back safely but the lesson was learned. I am putting together material for a workshop and I will present it to all Instructors soon.

On the subject of Instructors, I would like to thank Murray Scott for his assistance over the years. Unfortunately Murray has some severe problems with his vision and has voluntarily stood himself down from Instructor duties. This reinforces my call for more Gold Wings flyers and Instructors. I have already approached a couple of people who should be able to help us out. If you would like to do the Gold Wings test why not come along and take some coaching on a Sunday around 12 noon.

Kingsley Neumann



Cyril Johnson

16th January 1920 - 16th January 2015



It is with sad regret that we note the passing of our esteemed Life Member Cyril Johnson. Cyril was a very early member of HMAc and was instrumental in obtaining various flying fields for the Club. He and his son Steve (also a life Member) were the main motivational forces behind the purchase of our Club Rooms and shade areas. More importantly, Cyril was a mentor to many Club Members. He had an amazing life that revolved around aviation and engineering.

Cyril built his first model glider in 1930 and his interest in Aeromodelling spanned some 80 years. He joined the RAF and then went on to fly in various theatres of the war in Europe and Africa. He flew many different types including Blenheims, Wellingtons, Lancasters and Hurricanes. You can read Cyril's life story in his recently published book 'Wings of the Dawn'. Cyril often visited the Club even in his nineties and was always up for a chat about flying.

The memory of Cyril lives on at HMAc with Annual trophies named in his honour. Our sincere sympathy is extended to Steve, Alistair and all members of the Johnson extended family.

Jindivik III – HMAc Model of the Year 2014

Builder: Grantley Colebatch



The Jindivik model aeroplane was designed by "Pete 'n Claude" (Peter Koch and Claude Payne from Yorke Peninsula, SA) in the late 1970s as a .60 (10cc) size aerobatic plane. Peter Koch was one of the top South Australian Pattern fliers at that time.

In 1979, or thereabouts, John Tonkes (HMAc) laid up a couple of fuselages from the Jindivik mould but put one of them aside because it was far too light to use. Nearly 30 years later John let me have this lightweight fuselage to make a new mould. To make the fuselage strong enough to hold its shape while moulding I filled it with plaster of paris and then modified it to include changes referred to on the plan as MK II and then I further modified it to match a slightly different wing profile and other changes. Typical of plans of the time for models with a fiberglass fuselage and balsa covered foam wings, the plan contained only a few main measurements, the outline of a few parts

and wing and stabilizer profiles. After creating the two-part fiberglass mould I laid up a few fuselages.

The project again stalled while I assembled and flew ARF planes of various types. By the time I was ready to complete the Jindivik I had converted over to electric powered models. I don't like having to remove wings to replace batteries so I looked at how I could incorporate a top hatch for that purpose as well as a retractable steerable nose-wheel, along with a suitable electric motor and associated equipment.

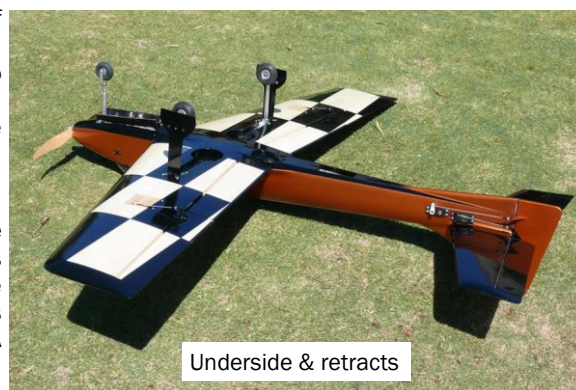
The wing and horizontal stabilizer were hot-wire cut from polystyrene foam. The wing blanks were then modified to incorporate the holes and bearers for the retractable undercarriage, flaps and servos. The sheeting for the wings etc. was done by first coating a large glass mirror with epoxy resin (after first using mould release wax and PVA release agent) and then laying down 25gsm woven fiberglass cloth, epoxy resin, 1.5mm balsa sheet (joined to the size required) and pressed together in a vacuum bag. After curing, this sheeting was then "glued" using an epoxy resin/micro-balloon mix to the wing blanks and pressed using the off-cuts from the hot-wire cutting of the wing profiles.

After showing the resulting wings to a few people I was encouraged to not paint over the somewhat glossy clear balsa wood finish but because I had already sanded some of it in preparation for painting I sprayed on a single coat of gloss clear acrylic. To paint the fuselage, I used metallic acrylic paint (GMH Tiger Mica) left-over from touching up my car.

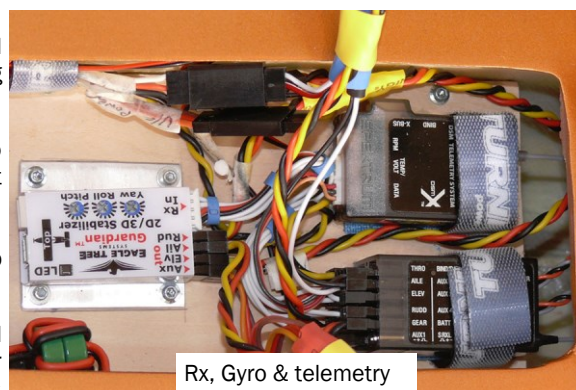
The receiver is powered by a separate battery (850mAh 3S LiPo and UBEC) and the electric retracts are powered from the main motor battery via a separate UBEC (not the ESC's UBEC so that the retracts can be extended before the ESC is armed).

Dimensions: 1600mm (63") wingspan, 1410mm (55.5") fus length. Weight: 3690g (8lb 2oz) w/o motor battery, 4490g (9lb 14oz) ready to fly. Power system: Turnigy SK3-5055-430kv motor, Turnigy 5000mAh 35C 6S LiPo, Turnigy Plush 80A ESC, 15"x10" propeller. That combination produces 1400W, 63A, 8500rpm (flight time of 10 minutes with good throttle management). RC Lander electric retracts (modified). Radio: Spektrum DX9 with telemetry.

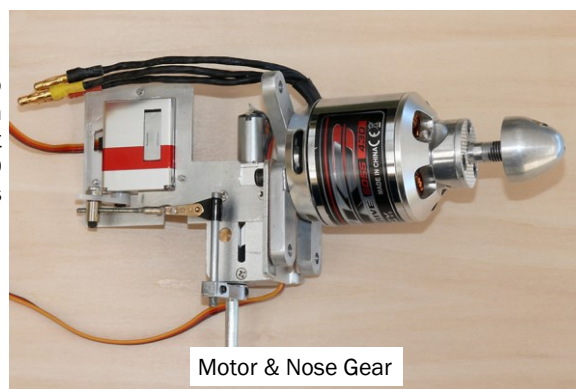
PS: A recent, unexpected, not fully satisfactorily explained, sudden, near vertical spiral dive and subsequent violent impact with 'terra firma' has destroyed the plane.



Underside & retracts



Rx, Gyro & telemetry



Motor & Nose Gear



Up, up and away...the DVII flies - by John Jefferson



At last, the Fokker DVII has been test flown. As mentioned in a previous article I finished the build a while ago and waited for a suitable day, weatherwise, to undertake the maiden flight. Fast forward to the day of HMAC's 2014 Christmas party/award presentations – the weather was ideal so no more procrastination...it was off to the field with the model.

After lunch and presentations were completed it was time to prepare for the flight. I had an audience comprising my wife, two sons and their wives, and three dear friends expecting an admirable flight; no pressure! I thought it prudent to have an experienced flyer with me as I had not flown a biplane before and it would be safer to have another pair of hands to assist with trims if need be. Instructor Max Thomas, who also flies biplanes, happened to be in close proximity so I pressganged him into being my co-pilot for the flight – thanks Max.

Pre-flight checks needed to be done. On-board battery pack charged – check; fuel tank filled – check; control surfaces moving correctly – check; range test – check; start engine and tune – check; re-visit control surfaces with engine running – check; trims at neutral – check; wind direction – check; psych myself for possible emergencies – check; brain into gear – check. All systems appeared to be satisfactory.



“.. Bringing her in to land I kept the speed up as I knew the biplane format would generate more drag than a monoplane. ...”

Max suggested we start the take-off by standing behind the aircraft; good call. My audience of family and friends sensed my obvious hesitation in taking to the air, so they shouted encouraging remarks (at least I think they were encouragements) and urged me to get on with it as they didn't have all day. Oh boy, the pressure was on. Nobody else on the field, take a deep breath, check the wind sock, face into wind, advance the throttle and away it went. Rolling along, steer with rudder, so far so good. A touch of up elevator and she was airborne. Climb to a safe height and check control response. She wanted to climb so some down trim was applied by co-pilot Max. She rolled a little to the left, three or four clicks of right trim sorted that out. Elevator response was good, happy with that, aileron response was very rapid – make a mental note to reduce the throw a bit. I was relieved that the C of G appeared to be spot on – the information I gleaned from trawling the internet worked out as expected. Bringing her in to land I kept the speed up as I knew the biplane format would generate more drag than a monoplane. The landing itself was not bad for a first attempt, although there was scope for improvement. All in all the flight was successful. My audience showed its appreciation and I was relieved that it came back in one piece. Phew!

Thanks again to Bob McEwin for cutting a short kit; it was an enjoyable build and resultant enjoyable flight. Also thanks to co-pilot Max whose assistance was appreciated.

Can't wait to get the DVII back in the air and get familiar with its flight envelope. I might even enter it in WWI combat.

Hmmm, I might even encourage my sons to have a go at flying it. My turn to stand at the sidelines and shout encouraging remarks.



2014 Annual Christmas BBQ and Trophy Presentation

Our annual Christmas BBQ and Trophy Presentation was well-attended on Sunday December 7th. The weather was kind to us and approx. 55 members and partners attended. Many thanks to all who helped with the setup and food preparation. Recognition is given not only to those members who demonstrate their flying and modelling skills, but also to those who have made significant contribution to the running of the Club.

Absent

President's Award 2014

Presented to
Ian Faulkner
For Dedicated Service to
the Club

Absent

Open Class Pylon First Place 2014

Awarded to
Peter Robertson



Standard Class Pylon
First Place 2014
Awarded to
John Jefferson



WW1 Combat
First Place 2014
Awarded to
Barry Grivec



Encouragement Award
2014
Presented to
Geoff Loades
Most Consistent Student



HMAC Appreciation Award
2014
Presented to
Max Thomas
For Services to the Club



Model of the Year
2014
Awarded to
Grantley Colebatch
"Jindivik"



**Johnson Trophy for
Innovative Modelling**
2014
Presented to
Ross Lloyd
"Chatterbox RC"



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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.

Progress with Field Improvements

We continue to move ahead with the planned construction of a new shelter on the field. There was a delay in getting the Council Approval submitted. Our supplier was told the application would have to go through the Development Assessment Commission, which could take up to 3 months to obtain the Minister's approval. We challenged the process and were able to submit the application directly to Marion Council who have now given verbal approval. As soon as the engineering specs are finalised, construction will commence. We are hopeful that work will start by late February.



SCHEDULE OF EVENTS

- Sun Feb 1 - Pylon & Combat
- Wed Feb 4 - MASA Meeting
- Fri Feb 6 - General Meeting
- Wed Feb 18 - Committee Meeting



Flying Achievements

Solo	Jack Conroy	Instructors - Kingsley Neumann, Dave Whitten
Gold	Luke Szarek	Instructors - Kingsley Neumann, Ross Lloyd



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

Remember to SafeTag your Electric model. It's Mandatory at HMAAC!

More information at www.holdfastmac.asn.au/technical-articles/safetag-system/

Instructor Roster (February-March)

Date	Instructor	Instructor	Assistant
FEB 1	Peter Robertson	Kingsley Neumann	Ted Carter
FEB 8	(Open)	John Jefferson	Trevor Baudinette
FEB 15	(Open)	Graham Paterson	Max Thomas
FEB 22	Ross Lloyd	Peter Robertson	Ted Carter
MAR 1	Kingsley Neumann	(Open)	Trevor Baudinette
MAR 8	John Jefferson	(Open)	Max Thomas
MAR 15	Graham Paterson	Ross Lloyd	Ted Carter
MAR 22	Peter Robertson	Kingsley Neumann	Trevor Baudinette
MAR 29	(Open)	Graham Paterson	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.