



HOLDFAST BUZZ

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Dec 4th - Save the Date!

Join your fellow members at the HMAC Christmas BBQ and Trophy Presentation on Sunday Dec 4th. Lunch and non-alcoholic refreshments provided. BYO alcohol. Partners welcome.



More than 100 people attended the HMAC Annual Auction on November 4th. Bidding was quite lively throughout the evening and there were some amazing bargains to be had.

HMAC proudly sponsored by
modelflight RC

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@holdfastmac.asn.au for inclusion in a future edition of BUZZ.

From the President



Kingsley Neumann

"...We have received an MAAA grant for the septic project but it will probably not cover the entire cost of this stage and some capital expenditure from Club funds will be required. ..."

The year is drawing rapidly to a close. I can't believe the number of bad weather days that we have experienced this Winter and Spring. What Spring? It just seemed like an extension of Winter. More often than not the Sunday training sessions were blown out, making it very difficult for the learners. On the days that we were able to fly the Apprentice trainers continue to serve us well. We were visited by people from other Clubs who came to observe our training system. The Doncaster (Vic) Club has now invested in Apprentice trainers and Spektrum radios using the settings developed by Geoff Haynes to simplify the procedure.

Of course the mid-week flyers have the advantage of being able to choose their flying day and it is great to see the likes of Norm Tottey, Phil Norwood, Ashley West and Horst Dahms on just about any fine day.

The Monday Morning Coffee Club (aka the Old Buzzards) is another regular group whose numbers remain steady. They do a lot of talking and reminiscing so it doesn't really matter if they can't fly!

The Auction went down well. Numbers were slightly below last year's but a lot of goods changed hands. Thanks go to all the HMAAC Team who helped the operation to run smoothly on the night.

Your Committee was pleased to see the Public Area viewing seats and paving installed, thanks to a Community Grant from Marion City. We will improve this area further in the coming year with shade for the visitors.

The Committee is currently working on final quotes for the installation of a new septic system. Not very exciting you may say, but it is essential to get this right before we go ahead with the next major stage. We have received an MAAA grant for the septic project but it will probably not cover the entire cost of this stage and some capital expenditure from Club funds will be required. Club Members must be involved in this process. We will detail the plans and have the money considered at the next Friday night General Meetings.

The last meeting for this year will be at 7.30 PM on Friday December 2. A short business discussion will take place followed by some interesting presentations from the model builders amongst us, namely David Wiffen, Max Thomas and Callum Veale.

The Club's Christmas BBQ Lunch will be held on Sunday Dec 4 from 12.30 PM. It is an ideal opportunity to bring your partners along and meet other Club Members. Trophies will be presented to competition winners and to certain Members for their efforts over the years. Our space is limited but please bear with us. "First in best dressed" is the order of the day. Overflow will be out onto the veranda. No charge. BYO drinks. Pray for fine weather!

I would like to take this opportunity to wish all Members and their families a very Happy Christmas and a prosperous New Year.

Kingsley Neumann
President



Item of Business for December 2 Meeting

As members may be aware, the Club was recently awarded a grant from MAAA to upgrade our septic tank system. The grant will not cover the total cost of the new system, so we will need to fund the balance ourselves. We therefore require the approval of members to outlay this expense, as the balance will exceed \$2000. Please do your best to attend the General Meeting on December 2nd so we have a quorum to vote on this proposal.



Bill Kent's Osprey Project

At the November General Meeting, Bill Kent demonstrated the technology he has employed in his Osprey VTOL aircraft. Ingenious use of helicopter mechanics and gyro stabilisation made this a very interesting topic.



Build Project - Another Fokker DVII - by John Jefferson

Why did I decide to build another Fokker DVII when I already have one? Given that my existing DVII has flown in combat, been shot down, repaired and returned to combat, did I really need another? I think the answer is the satisfaction I get when a pile of balsa and plywood ends up as a reasonable representation (stand-off scale) of a model that also flies reasonably well. It also gives me a backup combat model when or if I get shot down again; i.e. "here's one I prepared earlier".

As is my usual practice, I contacted club member Bob McEwin and asked him to cut me a short kit. Bob's CAD/CNC short kit production makes the starting point so much easier and more accurate than I could hope for. Last time I opted for foam core wings which I sheeted. This time I opted for fully built up wings (spars and ribs).

The short kit duly arrived and I started the build process. In the absence of any instructions the first task is to work out a logical build sequence. Wings and tail feathers are straightforward, remembering to build in hard-points for the wing struts and cabanes. Ailerons are required on the top wing only, making the bottom wing an easy build.

Some forethought was definitely needed prior to starting on the fuselage. Decisions had to be made as to the engine mounting (OS MAX 25 FX), fuel tank, battery pack, switch harness, servos, receiver, and control rod placement so hopefully the centre of gravity comes out where expected. OK, I had a plan and it was all systems go. Start with the fuselage sides; add the doublers then the formers and firewall, not forgetting wing, main undercarriage and tailwheel mounting points. Yes I know the DVII didn't have a tailwheel but having one makes taxiing, take-off and landing just that easier to manage. Draw up and make a hatch cover for the top forward section of the fuselage to give easy access to the tank, battery, receiver and servos for the elevator and rudder. Oh, and order some decals for when the covering is done.

It was time for manufacturing the wing struts, cabanes and mounting brackets. I used aluminium flat strip and right angle sections which I cut to size and drilled holes for the caphead fixing bolts. I know that hardwood would do the job but I tend to over-engineer such stress-points. Some wire bending and soldering was next, and the undercarriage was done. Soldering is not something I enjoy but with a bit of perseverance it doesn't look too bad; although to be honest I wouldn't win any prizes with my effort.

A few months of occasional time in the workshop and it's ready for covering. I chose a simple scheme – red top and sides with white bottom for the fuselage; red for the top wing; white for the bottom wing and tail feathers.

Fitting the hardware came next. Good to see my forward planning paid off. I was able to install the internals with a minimum of fuss, although a second pair of hands would have been welcome.

Now the tricky bit; calculating placement of the struts and cabanes to ensure the decalage between the top and bottom wings is set as planned. Using the information I previously gleaned from an internet site that had a plan of the full size Fokker DVII, the bottom wing was set at 0° incidence, and the top wing set at -1.5° incidence, whilst the tailplane was set at -2° . If that's what worked for the real one then it should work for the model, and anyway, it worked for my previous combat DVII so I was comfortable with that. Finicky work fitting all those tiny caphead bolts, washers and locknuts.

Next step – centre the servos and set the control throws, add some exponential together with switchable low rates, some aileron differential to counter adverse yaw, and not forgetting the throttle kill switch.

Now, wait for suitable weather for the test flight. How will it perform?

To be continued.



Welcome to New Members

We extend a warm welcome to **Robert Taylor** and **Peter Jolly** who have joined the club in recent weeks. We hope you continue to participate in this enjoyable, sometimes challenging, sport.



"...Yes I know the DVII didn't have a tailwheel but having one makes taxiing, take-off and landing just that easier to manage..."

Reminiscing on Bygone Days

It recently came to my attention that the Holdfast club celebrated its 60th anniversary. I was a junior member in the club's early days probably joining around 1960 or thereabouts when I was 10. I am pretty certain that the bee logo was developed when I was a member. I was certainly using it on my planes in photos from the 17th Nats held at Strath in 1963.

Our meetings at that time were held in a back room of the Glenelg town hall. Roger Duance was the main person in the club in my mind at that time, but I am not certain what his position was. He was associated with AeroFlyte. Either he designed their kits or did something along those lines. But he was able to supply us with reduced price balsa etc and was a mentor to myself and the other members.

At the meetings we had critiques by a senior member of the planes we had built, and I seem to remember flying "round the pole" planes at one meeting. We flew initially at Colley Reserve, but then obtained permission to fly at the Morphettville Race course on Sunday afternoon (this was a time of controversy about noise, and mufflers were being introduced). We flew control line on the race track in front of the grandstand, and free flight in the centre of the course.

I recall one time Roger flying a rudder only RC high wing free flight type model while we were being swooped by nesting plovers! At that time I was designing and building (something my father taught me to do from a very early age), and flying my own control line, chuck glider, A1 sailplanes, and free flight scramble planes, and flew in the 1963 Nats at Strathalbyn coming 2nd in Junior A1 Sailplane and 2nd in Open Scramble. Lynn Jarvis, another Junior, was my "fetcher" in the latter event. We were both 12 at the time and were pretty pleased to take it to the adults and come 2nd. Lynn had entered a scale free flight model of his father's ultra light "Turbulent", which he built in the shed of their home at Plympton. We camped in the Showgrounds at Strath and were looked after by the "big boys". Mal Pring was one of these. Mal was with Constellation club at the time and he inspired me with a love of Team Racers.

Are there many other members still around from those days? Roger Duance and Lynn Jarvis are the only names I remember.

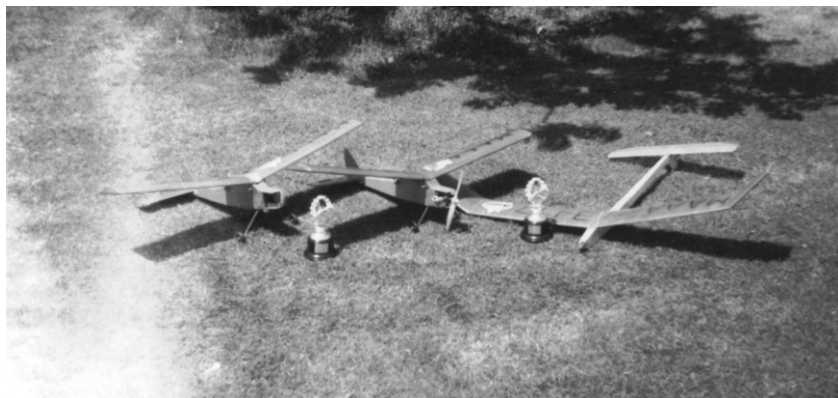
I thought these memories might be of interest to some members as you celebrate your 60th anniversary. I have attached a picture of the Scramble planes (Mills .75cc powered) and A1 sailplane I flew in the 63 Nats. The bee logo is visible on the wings.

Paul Moorfield



Looking for a Bargain?

Check out the "Buy & Sell" page on our website.



Flying Achievements

Solo	Greg Standley	Instructors - Kingsley Neumann, Luke Szarek
Solo	Peter Jolly	Instructors - Kingsley Neumann, Ashley West



**CHRISTMAS BBQ
+
TROPHY PRESENTATION**

**HMAC Clubroom
Sunday December 4th
12:30 pm onwards**

**Lunch & soft drinks provided
BYO alcohol**

General Meeting Presentations

To give members a clearer picture of what to expect at our Monthly General Meetings, we will now publish a list of upcoming presentations for several months ahead. This listing will be updated in each issue of BUZZ, as well as the HMAc website. The currently scheduled presentations are listed below.

Month	Theme	Presenter/Details
December 2	Show and tell.	Dave Wiffen's "Fly Catcher", Max Thomas's "Lazy Ace", Callum Veale's plastic models
January 6	No meeting	
February 3	FPV and drones	TBA
March 3	Battery charging and maintenance	TBA
April 7	Aerobatics/ Pattern	TBA
May 5	Full size flying	TBA

Safety First

Be sure you use a SafeTag on your electric model whenever it is unattended.

If you don't have a SafeTag, speak to a Committee Member.



HMAc Annual Auction in Review

On Friday November 4th, HMAc held its Annual Auction at Cosgrove Hall, York Ave. Clovelly Park.



Some willing helpers arrived at 6:00 pm to set up the trading tables and PA system. Mike & Greg from Modelflight also arrived with a van full of items for sale.

Doors opened at 6:30 pm for those who had items for sale. By 7:00 pm there were nearly 120 buyers and sellers in the hall, eager to do deals. The Auction of all remaining items started at 7:30 pm and bidding was vigorous throughout the evening. Kingsley Neumann acted as Auctioneer and did a great job of keeping the energy high and moving through the items at a lively pace.



Thanks go to John Anthony, Graham & Kathy Paterson and Sonia Cole for their efficient handling of the catering. We also appreciate Mike O'Reilly's generosity for donating a UMX model aeroplane, complete with AS3X stabilisation, as the door prize.

Finally, many thanks to all who attended the event in support of our Club. We look forward to seeing you all again at the 2017 Auction.





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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 Results

October 2

No pylon or combat due to poor weather conditions

November 6

Open class pylon

Tom Jacobsen (Noarlunga) 54

Standard class pylon

No races

Electric class pylon

Vin Pike (HMAC) 98
Ian Cole (HMAC) 60
Bob McEwin (HMAC) 28

WW I combat

Barry Grivec (HMAC) 1
John Jefferson (HMAC) 1

WW II combat

No missions flown

SCHEDULE OF EVENTS

- Fri Dec 2 - General Meeting
- Sun Dec 4 - Christmas BBQ & Trophy Presentation
- Wed Dec 7 - MASA Meeting
- Wed Jan 4 - MASA Meeting
- Wed Jan 18 - Committee Meeting
- Sun Feb 5 - Pylon & Combat

Vale Barry Ellson

We are sad to inform members of the death of Barry Ellson on November 20th. Barry joined the Club only recently and was keen to learn to fly despite his failing health. We extend our sincere condolences to his wife Rita and family.

Instructor Roster (December - January)

Date	Instructor	Instructor	Assistant
NOV 27	John Jefferson	Peter Robertson	Ted Carter
DEC 4	Christmas BBQ - No Rostered Instructors		
DEC 11	Kingsley Neumann	Max Thomas	Trevor Baudinette
DEC 18	John Jefferson	Graham Paterson	Ted Carter
DEC 25	Christmas/New Year - No Rostered Instructors		
JAN 1			
JAN 8	Peter Robertson	Kingsley Neumann	Geoff Haynes
JAN 15	Max Thomas	John Jefferson	Trevor Baudinette
JAN 22	Graham Paterson	Peter Robertson	Ted Carter
JAN 29	Kingsley Neumann	Max Thomas	Geoff Haynes

The following instructors are often available and are invited to assist when they can:
Luke Szarek, Shawn Jones, Alan Ayles, Ian Cole

The Club is fortunate to have a dedicated band of Instructors and Assistants who offer their services to learners almost every Sunday. We would like to have more people on the Roster to ease the workload. If you can help please speak up and we can arrange the necessary Instructor Course. Gold Wings standard is a prerequisite for all Instructors.