



HOLDFAST BUZZ

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Inside this issue:

From the President	2
Reminder - Club Gate Locked	2
Curare 40 - Poison Plane?	3
Latest Acquisition	4
From Our Sponsor	5
Flying Achievements	6
Welcome to New Members	6
Competition Results	6

"Helping Hand" Sale



Stay at Home - Keep Well

Please comply with social distancing & hygiene advice while we work together to combat the deadly COVID-19 virus.

Our Club was recently approached by Mrs Suzanne Mitchell whose husband Grant sadly passed away late last year. Suzanne was at a loss as to how to dispose of the large collection of RC models and equipment Grant had amassed over the years. HMAC offered to sell the 100+ items on her behalf at a special sale in February. It was a great success and Suzanne was delighted with the outcome, making a generous donation to the Club for its efforts.

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



Kingsley Neumann

"... following advice from MASA, the committee made the decision to close our Field to all operations ..."

From the President

In the last issue of BUZZ we were very much pre-occupied with the threat of Summer bushfires. Fortunately we did not suffer any direct threat at HMAc although large areas of the Adelaide Hills were severely damaged. Little did we realise at the time, a much larger threat was about to overcome us.

The deadly Corona Virus COVID-19 spread across the world and has affected all walks of life. Fortunately our government acted quickly and appears to have limited the spread in Australia but in doing so we have had to make many changes, including the enjoyment of our Flying Field. The need for Social Distancing has required us to firstly cease all meetings then our Flying Training sessions. On Wednesday 18th March, following directives from Federal & State government and advice from MASA, the committee made the decision to close our Field to all operations. Most other Model Clubs also followed the same path.

We make no apology for the actions. Initially nobody realised how serious the Pandemic was becoming. Suggestions of over-reaction were made. But Social Distancing is definitely the way to minimise spread of the virus. We have no way of predicting how long this will go on. The temporary loss of enjoyment of Club facilities for our beloved hobby is a small sacrifice that will save lives. Your cooperation is much valued. More information is available on our website.

Meanwhile your Committee is still running the business affairs of the Club. We have been meeting by means of audio and video links in preparation for Budget setting. When the document is finalised it will be distributed to members for approval, most likely by

electronic means. It is certainly a difficult time for everyone, both socially and financially, but it is important to remember that there will be an end to the emergency arrangements at some stage and they appear to be working when comparing Australia's position with other countries.

Our hobby involves various aspects, not the least of which is building planes or even just assembling an ARF model. There is a lot of enjoyment to be had in a bit of Balsa Bashing in the safety of your own environment. Have a read of John Jefferson's articles or read some old magazines. The Web has a huge amount of information. Try researching your favourite scale aircraft. RC Flight Simulators are also good fun. A couple of our members are experimenting with a "HMAc Virtual Fly-in" using the multiplayer feature of RealFlight simulator. We'll keep you posted on progress and how to join in.

The Committee is very aware of security at our field and also the need for ongoing maintenance. However we need to be aware constantly of personal spacing. We are going ahead with the Solar Panel installation and there will be some trimming of trees near the sheds.

I would like to thank our Treasurer Geoff for the work he continues to put into Club Finances and many other aspects of the current situation. Of course Secretary Ian is always right there with the necessary communications and ideas. Above all, you, the Members deserve thanks for being patient and working through this difficult time together.

Kingsley Neumann
President



Reminder - No access to Field

If you're tempted to visit the field for a quick flight, save yourself the trip. The main gate is double-padlocked and access is not authorised until further notice. If you have RealFlight RC simulator, keep an eye out for the HMAc Virtual Fly-In, where you can fly with fellow members online, in the safety and comfort of your own home. If you don't have RealFlight you can purchase a copy from Modelflight.

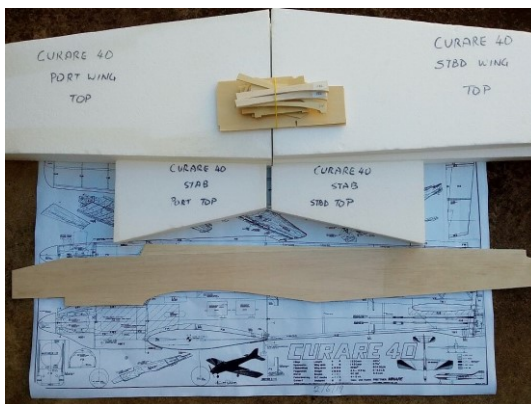
Curare 40 (Poison Plane?) - by John Jefferson

Curare:- resinous bitter substance from South American plants of the genus Strychnos, paralysing the motor nerves, used by Indians to poison arrows (Concise Oxford Dictionary). It's an unusual name for a model plane but I was attracted by the plane's design, not its poisonous connotation.



At the field one day I was chatting with club member Bob McEwin and mentioned that I was looking for an old fashioned pattern plane. There were plenty of ARF kits available from the likes of top designer Sebart but I was more interested in older styles. As it turned out Bob said he'd been requested by a modeller from another club to make a short kit for a pattern plane, which he did, but that person never came to pick up the kit. Bob has CAD equipment with which he can produce accurately cut balsa and plywood components for just about whatever model you are after. The short kit was for a Curare 40, a pattern plane powered by a 40 size glow engine. This was a smaller version of the Curare 60 which was designed by Austrians Hans and Hanno Prettnner in the 1970s.

Apparently it was very successful as Hanno was a world champion in F3A precision aerobatics (where you fly a predetermined aerobatic sequence or pattern, hence the reference to pattern plane). A smaller version of the Curare was designed for a 40 size engine, which was known as a Curare 40 and/or Minare, which I understand was a contraction of "Miniature Curare". The 40 size was just what I was looking for so I took the kit.



For you flyers that use electric motors only and have never built or flown models powered by miniature engines, I'm referring to two stroke engines which run on a mixture of methanol, synthetic oil and nitro methane. The sizes are indicative of their cubic capacity in inches; 40 means 0.4 of a cubic inch (6.5 cc), 46 means 0.46 ci (7.5 cc) and 60 means 0.6 ci (9.9 cc). These were, and still are, common engine sizes but there are smaller and larger sizes. There is also a range of four stroke engines which remain popular. If that is not enough there are petrol as well as diesel engines, multi cylinder engines; and let's not forget the jets.

"... Bob has CAD equipment with which he can produce accurately cut balsa and plywood components for just about whatever model you are after..."

Back to the Curare. Although it's arguably a Minare, the plan shows "Curare 40" in large font and "Minare" in a much smaller font, so I'll use the name Curare. The short kit comprised of foam wings and tailplane, fuselage sides with their doublers, firewall and some formers. Bob also gave me an A4 plan of the model which I had enlarged to 70% in order to have a baseline reference during the build (I didn't need to build on the plan, particularly as the wings were foam). Of course the basic short kit is only the starting point of the airframe build; I needed all the internal equipment to make it fly.



My old Boomerang 46 trainer, which had seen better days, was gathering dust in the hangar, so the decision was made to sacrifice it and use its equipment in the Curare. Besides, I needed the space taken up by the Boomerang to store the Curare when finished. Storage space is definitely at a premium in my workshop/hangar. I salvaged the OS 46 MAX AX glow engine, fuel tank, servos, receiver, battery pack, switch harness plus ancillary hardware. This would minimise the cost of setting up the model, a definite bonus.

Before starting the build I spent time studying the plan and prioritised my build sequence. The plan doesn't give step by step instructions, it gives you all the shapes, dimensions and how things should fit together. There's nothing worse than making something, gluing it into place and then realising you should have done something else first because you can't get to the spot now (ask me how I know!). I relish the challenge! It certainly gets your grey matter working overtime.



Curare 40 (Poison Plane?) cont. - by John Jefferson

The original model was designed with a fully built up wing and tailplane, and fitted with retractable tricycle undercarriage. I didn't want retracts and was worried about how to secure the main wheels to a foam wing. A bit of googling gave me a solution but I wasn't convinced that would be long lasting given the model's predicted weight of around 2.5 kilos and the expectation of the occasional heavy landing. I decided to go with a tailwheel setup where I could fit the main wheels to the underside of the fuselage which would be easy to reinforce.

Another area where I strayed from the plan was the tailplane. The original had a pronounced anhedral (similar to that on the F-4 Phantom II). I chose to make a traditional straight tailplane. Although my version of the Curare was not going to be true to the original design, the final result would still be a classic 1970s pattern plane which should be easy to fly and do basic aerobatics.

Time to start building. The wings and tailplane would be first so I butt-joined enough 1.5 mm balsa sheets to cover the tops and bottoms of the foam wings and tailplane, glued them into place and weighted them down while they cured. Next day I glued on the leading and trailing edges, the tips would come later. In the meantime I glued the doublers onto the fuselage sides, remembering to make sure they were the right way round (only once a long time ago I made two of the same side, never again). Looking good so far.

To be continued...



Our Latest Acquisition Funded by Grant

Back in August 2019, HMAc applied for a Federal Government grant of \$3,200 to assist with the purchase of a ride-on mower. We were formally notified in December that the application was successful, so we completed the purchase of a Husqvarna Z248 zero-turn mower. This will be used to mow the airstrip and grassed areas around the pits, spectator area and front of the main clubroom. Several members have been trained in use of the mower, which is easier to manage than the tractor and more gentle on the runway surface. In February, the Hon Amanda Rishworth, Federal MP for Kingston, visited HMAc to make the formal presentation to the Club. Amanda showed great interest in what we do to foster recreational activity in the community, especially for elderly citizens. She is also going to do some internal lobbying on our behalf to obtain recognition of Radio Controlled Model Flying as a sport by the Department of Recreation, Sport and Racing (ORSR). If successful it would open the door to more possible funding for development of our facilities.



Geoff Haynes, Hon Amanda Rishworth MP, Ian Faulkner and Don Nairn at the formal presentation of the Federal grant for our ride-on mower





NEXT GENERATION INNOVATION

Say hello to the future of RC — a future of unlimited possibilities, thanks to the innovative Spektrum iX20 radio. It's ready now to meet the current and future needs of pilots seeking top-class features, easy programmability, next-level connectivity and everything required to fly high-performance aircraft. The iX20 also supports Spektrum Smart batteries, ESCs and receivers to deliver the full advantages of Smart all-in-one telemetry.



- ▶ Giant 5" Android color touchscreen
- ▶ Voice recognition and custom voice alerts
- ▶ Hall-effect sensor, quad bearing gimbals
- ▶ Capacitive Touch functions and alerts
- ▶ Next generation of Spektrum AirWare™

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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.

UPCOMING EVENTS

- All meetings in March-April cancelled until further notice
- All competitions in March-April cancelled until further notice
- LIFT Training in March-April cancelled until further notice

Pylon & Combat Competition Results

Feb 2nd

Open class pylon

Tom Jacobsen (Noarlunga) 101
Pete Robertson (HMAC) 90
Graham Paterson (HMAC) 79
John Yianni (Connie) 64

Standard class pylon

Barry Grivec (HMAC) 64
John Jefferson (HMAC) 57

Electric class pylon

Vin Pike (HMAC) 90

WW I combat

No missions flown

WW II combat

No missions flown

March 1st

Open class pylon

Tom Jacobsen (Noarlunga) 103
Pete Robertson (HMAC) 99
Pete Smyth (HMAC) 84
Graham Paterson (HMAC) 75
John Yianni (Connie) 25

Standard class pylon

John Jefferson (HMAC) 71
Barry Grivec (HMAC) 64

Electric class pylon

Vin Pike (HMAC) 88
Trevor ? (Connie) 80
Craig Spratt (Connie) 72
Kris Duda (HMAC) 51
Pete Smyth (HMAC) 47

WW I combat

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

WW II combat

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

Welcome!

The Club extends a warm welcome to new member David Bache who has joined in recent weeks. David is a past member who has rekindled his interest in model flying. We hope you continue to participate in this enjoyable, sometimes challenging sport.

Flying Achievements

Award	Member	Instructors
Bronze	David Munro	John Jefferson, Kim Whitburn
Bronze	David Bache	Andy Hollitt, Kim Whitburn