



HOLDFAST BUZZ

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EASTER SCHEDULE

Please note that there will be no Social meeting on Friday April 3rd and no Pylon & Combat competition on Sunday April 5th, as this is the Easter Holiday weekend.



This German designed Schulgleiter SG38 is one of Horst Dahms's favourites. Also his wife said it is the only one of his gliders that she really likes too! The glider is about 25 years old and looks in very good condition due to a recent rebuild and re-covering effort by Horst.

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

".. I would like to encourage all forms of Model Aircraft activity in accordance with the Club's Constitution. That is what we are all about. ..."

From the President

Good news on the shelter program. The Club has now received full approval from all relevant authorities so it is full steam ahead – more or less. By the time you read this we will have removed the old shade structure in readiness for construction of the new shelter in the week leading up to Easter. All being well, work will be completed prior to the Easter long weekend.

I have noticed an increase in activity by helicopter pilots on the flight line. I have it on good authority that some city council inspectors have issued warnings to park flyers and the like to either seek permission to operate in parks or "find a Club field". This is good for us because we encourage all forms of model aviation at HMAAC. We have some excellent operators of these machines within our ranks and I am pleased to say that they do get along well with the fixed wing flyers.

Anyone who is just setting out on the rotary route is well advised to talk to the experienced guys such as Heli Instructor Ashley West. There are others too who have a lot of experience with helis but are not qualified to give instruction. A spirit of cooperation must be observed at all times as most Members fly fixed wing. The Club does not normally offer Helicopter Flying Instruction but we can give advice.

A new machine on the scene is the Quadcopter. This little flying machine can be set up to do amazing things including aerial photography by video link. This opens up a whole new can of worms for us. Fortunately we have the MAAA Manual of Procedures to guide us. One of the possibilities with these "Unmanned Aerial Systems" (UAS) or "Self-Guided Model Aircraft" (SGMA) is that they can be flown by looking at a screen and without actually visually monitoring the aircraft. This is strictly forbidden at our field.

All flying must be by Visual Control. This rule is intended to prevent collisions between the UAS with full size aircraft and the UAS with other model aircraft and to ensure that Members of the public or even our own Club Members are not endangered by the UAS operation. Any variation or departure from the MOP will immediately negate any insurance cover at our field. There are minimum qualifications required for a person to be the "Pilot in Command" of a UAS. I would encourage all Members to read the following MOPs:

- [MOP065 – Policy UAV's](#)
- [MOP066 – First Person View](#)
- [MOP067 – Self Guided Model Aircraft \(SMGA\)](#)

I would like to encourage all forms of Model Aircraft activity in accordance with the Club's Constitution. That is what we are all about. But we must be aware of the implications of some of this newer technology. As I always say, the aim of the game is to have fun – but with safety for all.

Just in closing, some people may not be aware of the imminent change in the MAAA Wings program. If you already have "Bronze Wings-power" and you renew your membership by 30th June 2015 you will automatically be given a new set of Silver wings regardless of the type of aircraft you qualified on. However after the 30th June, if you are learning on an aircraft that is less than 2 Kg in weight you will only qualify for Bronze Wings and will need to do a new test if you change up to a heavier aircraft. So NOW is the time to go for your Bronze Wings and get the automatic upgrade. Actually it is no big deal because the flight test will not change at HMAAC. But we will have to amend our local By-laws to reflect these changes.

Kingsley Neumann



Our Website is Getting a Facelift

In the coming weeks our website will be updated to have a clean, fresh look. Navigation will be more intuitive, more useful information will be displayed right on the home page, and it will be "mobile friendly", meaning that text and images will be automatically scaled to be more readable on the smaller screens of smart phones and tablet devices. Watch this space!



Vintage Model - the Build - by John Jefferson

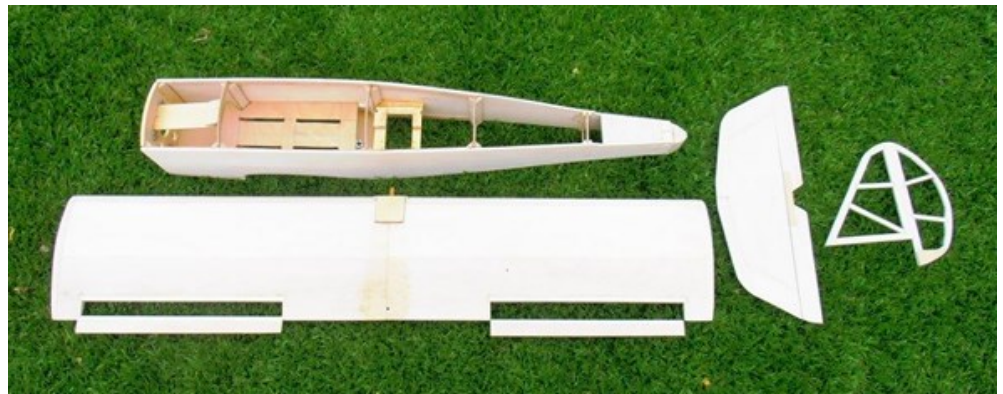


a tail wheel assembly. Wow, this is all I need to make something.

The building bug has bit – again. There I was, sitting in my shed/workshop/hangar pondering what my next project should be. Looking around I could see a pile of balsa and some plywood (assorted sizes), a box with numerous offcuts from previous builds, foam wing cores that were never used and rolls of covering. Hmm, there was enough raw material here to build something. What about power and electrics? Fossicking through my parts bin I found a brushless outrunner electric motor with aluminium standoffs, 60 Amp speed controller, on-off switch, servos, 6 channel receiver, 3700 mA li-po battery, aluminium undercarriage with wheels and spats, and even

What to build? I had a few plans of warbirds and sports models, but this one was going to be different. Eventually I decided on a 1930ish era vintage aircraft style. Checking the internet gave me a few ideas which formed the basis of my roughly drawn plan and calculations. I set myself a challenge to build something without the usual comprehensive plan, and definitely no instructions to go by. Will it fly? Wait and see!

Ok, tool time. Set up the mini-saw and cut out the doublers, formers and firewall. Not as neat as laser or CNC cut but acceptable after a bit of sanding. Glue doublers to fuselage sides, making sure there was a left side and a right side (only once did I make two of the same; that mistake hasn't been repeated since). Next task was gluing the formers in place, followed by the firewall. Oops, the firewall ended up too small, so I cut another and glued that.



The foam wing halves were sheeted and joined, then leading edges, trailing edges and wing tips added. Aileron recesses cut out and reinforced, ailerons made. Make a mental note – I still need to cut out and reinforce holes for the servo installations.

Back to the fuselage; plywood hard points were made for the wing attachment, main undercarriage and tail wheel mounts. Similarly, ply was used for the battery tray, speed controller and servo mounts.

Tail feathers next. Tailplane and elevator were made of sheet balsa, while the fin and rudder were built up units. Control rods were made from wood dowel with wire ends (one end threaded the other a zed bend).

Time to check the wing's angle of incidence. Out with the incidence meter; I set up the main wing at +2°, the tailplane at 0°. Hopefully this would work.

Next task is to make a removable top hatch to facilitate battery installation and removal. Out with the pencil and graph paper to draw up a workable solution. After that I need to make a cowling for the front end – more fiddly work.

Building without formal plans or instructions certainly is a challenging but worthwhile exercise. I expect the model will fly without too much tweaking. However, my main problem will be where to store it in the hangar – I'm fast running out of room.

To be continued...

"... I set myself a challenge to build something without the usual comprehensive plan, and definitely no instructions to go by. Will it fly? Wait and see!..."





HOLDFAST MODEL AERO CLUB

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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 - March 1 2015

Open class pylon

Tom Jacobsen (Noarlunga) 101
Peter Robertson (HMAC) 99
Greg Leigh (Noarlunga) 91
Graham Paterson (HMAC) 88
John Yianni (Connie) 88
Finn Kanck (Noarlunga) 82

Standard class pylon

John Jefferson (HMAC) 75
Ian Cole (HMAC) 73
James York (Noarlunga) 60
Peter Oliphant (HMAC) 44
Les Mepham (HMAC) 39

WW I & WW II combat

No combat missions flown due to adverse wind.



Visit Us on Facebook



For up to date news and general gossip about what's happening at our Club, visit our Facebook page at www.facebook.com/holdfastmodelaeroclub. If you have a Facebook account you can also comment on the posts and submit your own items and photos.

SCHEDULE OF EVENTS

- Sun Mar 29 - Aircraft Museum
Engine run-up and static war model display
- Wed Apr 1 - MASA Meeting
- Thu Apr 9 - Building Night
- Wed Apr 15 - Committee Meeting
- Fri Apr 17 - Sun Apr 19 - Golden Era Air Races, Constellation



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

Instructor Roster (April-May)

Date	Instructor	Instructor	Assistant
MAR 29	Graham Paterson	(Open)	Max Thomas
APR 5	John Jefferson	(Open)	Ted Carter
APR 12	Ross Lloyd	(Open)	Trevor Baudinette
APR 19	Peter Robertson	(Open)	Max Thomas
APR 26	Graham Paterson	Ross Lloyd	Ted Carter
MAY 3	Peter Robertson	Kingsley Neumann	Trevor Baudinette
MAY 10	John Jefferson	(Open)	Max Thomas
MAY 17	Graham Paterson	Ross Lloyd	Ted Carter
MAY 24	Peter Robertson	Kingsley Neumann	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.