



HOLDFAST BUZZ

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Membership Fees Now Due

Just a reminder that your annual membership fees are due by June 30th. From July 1st you are not permitted to fly unless you have paid your fees for 2015-16.

HMAC Annual General Meeting

The HMAC Annual General Meeting will be held on Friday August 7th at the Clubrooms, commencing at 8:00 pm. Please attend and support your Club. Election of the new Committee will take place and supper will be provided following the meeting.



Wade Bentley, aged just 8 years, is a keen and promising young student who is already performing takeoffs and landings with his Discovery trainer. His ambition is to become an instructor and teach his little brother to fly. With such a positive attitude, Wade is definitely headed for success!

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.



Kingsley Neumann

"... Interestingly, despite our efforts to attract young people, most of our new Members come from the more mature age group such as retirees who have time and possibly a bit of money to spare..."

From the President

Well, we are past the Winter Solstice and that means we are on the run towards warmer weather. One could be forgiven for not noticing this fact because the cold winds and drizzle are certainly here right now. I have spent many years observing Adelaide weather patterns in my job for over 35 years and it is always fascinating. The weather is likely to be more changeable from now on but we will certainly get plenty of opportunities to enjoy our hobby, unlike our Northern Hemisphere counterparts who have to shut down for winter and retire to their basement building projects.

The Committee is considering a number of topical projects at the moment as I have already reported. One very interesting subject is how to promote our Club and increase Membership numbers. Ross Lloyd has a background in Sales and Advertising and he has come up with some very interesting ideas and if they are accepted locally the concept could be used nationally in our association. That's all I will say for now but watch this space as they say in the Classics.

I have been very concerned about the state of our training radios for some time now. We have been fortunate to accumulate quite a number of transmitters and training cords but as technology improves, with 2.4GHZ and computer radios we are not actually keeping pace. This is clearly illustrated by the number of students arriving with quite sophisticated transmitters and aircraft and we have been hooking them up to our motley collection of radios with mixed results. The time is approaching for an update of our equipment

and a refresher course for all Instructors. I for one have never really understood the implications of "Programmable Master vs Pilot Link Master". Geoff Haynes, who is a man of many talents, recently took the time to analyse what is really going on with these two trainer modes and he has passed this knowledge on.

It is pleasing to see that we have a steady stream of potential New Members visiting us on Sunday Mornings. It is also very pleasing to see our existing Member's giving these people a warm welcome. First impressions are always lasting impressions. We are a very accessible Club because of our location and we can always use more members.

Our facilities are among the best in the state and it is the aim of the Committee to keep it that way. There is always plenty to do with maintenance on our field and our rooms.

There will be a General Working bee soon and everyone will be asked to help. Some of the tasks that must be tackled are cleaning and painting under the Club room verandah, patching and repairing cracks on the field, locating and repairing water leaks in the main supply pipe, possible laying of artificial grass in the new shelter and blocking up the open areas of the shelter.

Meanwhile, watch the forecast and enjoy some winter flying!

Kingsley Neumann



BUZZ is moving to bi-monthly Publication

The committee has decided to publish the BUZZ Newsletter on a bi-monthly basis, commencing with the July issue.

With the addition of our Facebook page and expansion of information on our website, there is less dependence upon BUZZ as the distribution medium for news items. This will also reduce the workload on our busy committee, especially since some of the items are being duplicated across the various media forms. Important notifications will be sent via email as necessary.

You are, of course, still welcome to submit articles and photos for inclusion in upcoming issues of Buzz. All contributions gratefully accepted.



Heli Pilots Take Note!

Check out the "Buy & Sell" page on our website for a range of heli items for sale.

Vintage Model - Build Progress - by John Jefferson



It's been slow progress to date but the model is taking shape. The removable top hatch has been completed as has the cowling. Both sub-assemblies were finicky to make but a little perseverance helped.

Mind you, things change as I build "on the fly" (pardon the expression) – that is, without any formal plans. Makes it very interesting, as I've found out a couple of times. For example, when I built the removable top hatch I decided to secure it to the fuselage with a dowel up front on the firewall and a small bolt into a blind nut at the end of the hatch. All well and good except when I tried to fit it I realised the hatch had to slide in but there was no room for it to do so. Ah well, take the dowel out and make the front fixture a bolt and blind nut also. Another instance was when I made the fin I allowed for the elevator to go down but forgot to make enough room for it to go up; the base of the fin stopped the elevator from going up! Not good, so some surgery was called for.

With all the main parts completed I thought it prudent to work out the wing loading. I knew that I had over-engineered the structural rigidity of the fuselage which made it strong but heavier than what I would have liked. Weighing all the parts (fuselage, wings, tail feathers, electrics etc) and calculating the wing area, the wing loading came out in the vicinity of 32 oz/ft², which is getting into warbird territory. Although the plane would fly, the take-off, landing and stall speeds would be a little high. This is not what I wanted so what options were there? Build a new (bigger) wing or build a new (smaller and lighter) fuselage? Hmm, what about extending the wingspan? Yes, I'll give that a go. Cutting off the wing tips I ended up adding 20 cm, 10 cm each side. That'll reduce the wing loading a bit – in fact it came down to 28 oz/ft², which would have to do.



"... There's a saying that some of us of a certain vintage would be aware of, namely the model won't fly properly unless it's been bled on by the builder ..."

While I was tackling the wing extension exercise I decided to trim the weight of the fuselage by cutting out sections which didn't compromise its structural rigidity. Out with the scalpel and more surgery. A few holes later the weight reduced marginally. I then attacked some plywood sections, being careful not to cut my fingers. There's a saying that some of us of a certain vintage would be aware of, namely the model won't fly properly unless it's been bled on by the builder. Well, if I haven't bled on it during the construction process I'll give it a token drop of blood before its maiden flight. A pinprick in the thumb should do it.

Next task was making cut-outs for the wing servos. Straightforward enough after a bit of thought where to route the servo wires, bearing in mind the wing is foam cored and mounted on the bottom of the fuselage.



Looking at my leftover covering material I had to determine a colour scheme. Plenty of white, as well as some red and red and white checkerboard. OK, white fuselage it is, red and white checkerboard cowling and tail feathers. Similarly the main wing predominantly white with red and white checkerboard trimming. Out with the sealing iron and heat gun.

When the covering was finished it was time to install the hardware. Hmm, a reasonable portrayal of a 1930-ish monoplane. It will do.

Next step is the flight test. Will it fly? Hopefully yes, but I'll wait for calm conditions before I make that commitment.



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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.



HOLDFAST MODEL AERO CLUB

P.O. Box 94
O'Halloran Hill
S.A. 5158

Club Phone: 08 8377 2708
Web: www.holdfastmac.com.au

Newsletter Editor
buzz@holdfastmac.asn.au

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 - June 7, 2015

Open class pylon

Peter Robertson (HMAC) 95
Greg Leigh (Noarlunga) 87
Graham Paterson (HMAC) 80
Finn Kanck (Noarlunga) 42

Electric class pylon

Bob McEwin (HMAC) 67
Ian Cole (HMAC) 55

Standard class pylon

John Jefferson (HMAC) 52
Les Mephram (HMAC) 42
Ian Cole (HMAC) 41
Peter Oliphant (HMAC) 12

WW I combat & WW II combat

No missions flown due to adverse wind conditions.



Scale Day at HMAC - Sunday July 19

Our field is the venue for the Scale Society's Scale Day, to be held on Sunday Jul 19, with some demo flights following the normal Flying Training session. There will be a BBQ lunch (thanks to JA).

All HMAC members are invited of course and it is an opportunity to show off any Scale Models and hopefully pick up a few pointers from the experts.

Flying Achievements

Bronze	Joseph Faulkner	Instructors - John Jefferson, Max Thomas
Bronze	Greg Peake	Instructors - Ross Lloyd, Max Thomas
Bronze	John Harvey	Instructors - Graham Paterson, Max Thomas

Instructor Roster (July - August)

Date	Instructor	Instructor	Assistant
JUN 28	Graham Paterson	Ross Lloyd	Ted Carter
JUL 5	Kingsley Neumann	Peter Robertson	Trevor Baudinette
JUL 12	John Jefferson	(Open)	Max Thomas
JUL 19	Graham Paterson	Ross Lloyd	Ted Carter
JUL 26	Kingsley Neumann	Peter Robertson	Trevor Baudinette
AUG 2	John Jefferson	(Open)	Max Thomas
AUG 9	Graham Paterson	Ross Lloyd	Ted Carter
AUG 16	Kingsley Neumann	Peter Robertson	Trevor Baudinette
AUG 23	John Jefferson	(Open)	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.