



HOLDFAST BUZZ

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General Meeting - April 1st

Join us on Friday April 1 at 8:00 pm for the monthly general meeting. Hear what's happening, voice your opinions and socialise with fellow members.

Make a Difference!

Join the HMAc Committee and be part of a team that works well together and strives to make HMAc the best Model Aero Club in SA



Instructor Graham Paterson (right) prepares one of the Club's Apprentice Trainers for a training flight with student James Dodson (centre) while his Dad looks on. Our Low cost Integrated Flight Training (LIFT) Program is proving very successful in attracting new members.

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

Committee Report

The Committee will provide regular reports to Members via this column in BUZZ. Any important items will be notified directly to Members by e-mail.

The Committee welcomed Russell O'Brien as a General Committee Member at the March Meeting. Russell has kindly accepted the challenge and will be a replacement for the late Ross Lloyd. It is essential that we endeavour to fill vacancies as they occur so that the Committee can continue to run the Club in accordance with the Constitution.

The Club is extremely fortunate to have a very diligent and hardworking Secretary, Ian Faulkner. Ian has put in a lot of work producing a very good application for assistance from MAAA. If granted, this money will be used to install a new septic system in readiness for future developments. There will be no increase in fees as a result of this generous assistance scheme recently introduced by MAAA.

Ian has also worked up a Strategic Plan of development for HMAAC, which will be available for perusal and hopefully adoption by Club Members. We have talked about grants and even loans many times before. I think that following our minor success with Marion Council we can expect further successes in this area. This will, of course, require some of our accumulated funds to be put to good use. Members will be kept informed throughout the process and will be required to discuss and consider all options before final decisions can be made.

In the immediate short term, another project that has been talked about but often deferred will kick off on about April 11. This will involve hiring scaffolding and climbing up under the high veranda to clean and paint the woodwork which has been stained by birds over the years. Committee will call for help if required. Safety is a high priority for anyone working at height.

The final tender will be chosen shortly for the

sealing of the earth in and around our new shelter. Funding was approved for this in the original project. We may go over budget a bit to ensure a good coverage. We have decided on concrete rather than pavers for this project. Once all the boxes have been ticked it should happen quite quickly.

Speed is not a feature of Marion Council when it comes to our proposed shade structure over the public viewing area. Hopefully we are on the right track now and we have jumped through all the hoops put up. The problem has been with engineering drawings to meet council demands. We are getting there though!

LIFT will become a regular feature at the field. Members can expect to see the banners up and guests invited to try out our system on every Competition Sunday. And if our Instructors can handle it, the banners will be up on any fine Sunday Morning. The more exposure we get, the more likely our membership will increase. More members means more money coming in and your Committee will see to it that a balanced approach to Field Improvements can be made.

A short discussion took place regarding the long standing Joining Fee which HMAAC has in its fee structure. Any variation to this fee will have to be discussed at the May General Meeting of members. This is the meeting at which we discuss the budget and set the fees for 2016-2017. Our books are looking good at the moment and it is unlikely that any fee increase will be necessary. Please keep the date of Friday 6 May in mind. It is a very important night, akin to the AGM in many ways.

Kingsley Neumann
Vice President



Flying Achievements

Silver	Matthew O'Halloran	Instructors - Graham Paterson, Bob Tait
Solo	Gregory Hutt	Instructors - Luke Szarek, Graham Paterson
Solo	Ben Cooper	Instructors - Ashley West, Bob Tait

Welcome also to new members Ian McDowall, James Dobson and Joda Walter. We hope you continue to enjoy the sport of R/C flying and modelling.

Battle Damage Repairs - by John Jefferson



As mentioned in a previous article, my Fokker DVII was shot down during a spirited combat sortie. Fortunately the damage was not too severe and I was able to make satisfactory repairs.

The first task was to build a new set of tail feathers. Two options were available, cut the finicky pieces myself or have them cut by club member Bob McEwin who is a CAD/CNC cutting guru. I chose the latter and soon had a set of precisely cut components which assembled easily. A section of fuselage beneath the tailplane had a gash caused by my opponent's propeller. This was quickly repaired before the new tail feathers were installed together with a new tail wheel and support bracket.

Next task was repairing the nose section. I decided that instead of fully rebuilding the cowling I'd simply tidy up the front end and leave the engine exposed. The DVII is my combat hack and who knows when another mid-air will occur? The front end was duly tidied up.

A few other minor repairs were undertaken, mainly re-gluing parts that separated when the earth rushed up to meet the DVII. Top and bottom wings were removed and checked for damage. The aileron servos had stripped their gears so new ones were installed. The aircraft was reassembled, taking care to ensure all wing strut mounting points were secure and the correct decalage set (bottom wing 0o, top wing -1.5o). The incidence meter makes this a straightforward job.

A thorough check of the aircraft, including a check of the CofG, and she was ready for a post-repair flight. The day of the test flight was ideal, a gentle northerly breeze; my favourite direction. Fuel up, range check, control check, start engine. The engine fired immediately but needed a bit of tuning; however, the needle valve would not move. A close look and it became obvious that the casting at the base of the needle valve was damaged when the aircraft hit the ground inverted. It was a tiny crack but enough to stop any tuning adjustment being made. Oh well, de-fuel, go home and order a new carburettor assembly.

A couple of days later the new carby arrived. Two minutes to fit and ready for the next test fly attempt. The next weekend was a repeat of the previous one, gentle northerly. This time the engine was tuned as expected. Good to go. I thought it prudent to have an assistant to help with trimming, so I co-opted Pete Robertson (the pilot who shot me down) to do the honours. As it turned out I certainly needed his help. The DVII wanted to climb and the only way I could control it was to keep holding in down elevator (even though on the ground the elevator setting appeared level). After a few circuits and with Pete's help the trim was finally sorted. Landing was a comfortable affair, as was taxiing back to the flight line. OK, happy with that.

Back home I re-adjusted the elevator throw and brought the trim back to centre. She's all ready for combat again, just waiting for the order to scramble. Chocks away!



"...Two options were available, cut the finicky pieces myself or have them cut by club member Bob McEwin who is a CAD/CNC cutting guru ..."



Runway Markings

The March Committee meeting has approved a trial of some form of runway markings to indicate the threshold at each end, and possibly the midpoint, of our landing area.



This has been suggested by several people over recent times and an attempt to mark the fence with white pipe has had some benefits.

It is considered that an "aiming point" could be very useful. One has only to observe the far reaching landings on any fine day to see how wide of the mark many people are. We could all improve our accuracy.

We do have the luxury of a very wide landing area. We are not restricted to a narrow runway and this can be most useful when an easterly or westerly wind requires some models to land across the strip - but never towards the flight line barriers!

I will endeavour to come up with some form of marker, possibly paint in the short term, to give this a trial. A clearer marker could be added to the northern and southern fences. I will not be able to do anything until April but I have been charged with the project (at my request) and members can expect to see markers on the ground soon. I welcome any constructive comments one way or the other.

Kingsley Neumann



Field Improvements

As you have read earlier in this issue, the Club is progressing with approvals and quotes to add a concrete floor to the southern shelter and erect shade sails over the spectator area.

We hope to complete these improvements by mid-year. They will provide much better conditions underfoot in the shelter and give protection for members of the general public who visit to watch events.

The shade sail project will be funded primarily by a grant from Marion Council, while one of our Committee members, Ted Carter, has generously donated the sail cloth material.



Dates to Remember

Monday, April 11 - Working Bee

Cleaning and painting of the underside of the roof above the BBQ area
Volunteer assistance welcome

Friday May 11 - General Meeting

Discussion of fee structure for 2016-17 with particular reference to joining fees.
Come along and have your say.



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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

February

Open class pylon

Vin Pike (HMAC) 86
Finn Kanck (Noarlunga) 81

Standard class pylon

Mike Keele (HMAC) 63
John Jefferson (HMAC) 52
Peter Oliphant (HMAC) 42
Les Mephram (HMAC) 32
Ian Cole (HMAC) 17

Electric class pylon

Greg Leigh (Noarlunga) 110
John Jefferson (HMAC) 86
Ian Cole (HMAC) 71
Bob McEwin (HMAC) 58

WW I combat

Merv Harris (HMAC) 6
John Jefferson (HMAC) 1
Luke Szarek (HMAC) 1
Max Thomas (HMAC) 1

WW II combat

No missions flown

March

No Pylon or Combat events were held to door poor weather conditions

SCHEDULE OF EVENTS

- Sat-Sun Mar 26-27 - RC Scale Championships (Constellation)
- Fri Apr 1 - General Meeting
- Sun Apr 3 - Pylon & Combat
- Wed Apr 6 - MASA Meeting
- Mon Apr 11 - Working Bee
- Wed Apr 20 - Committee Meeting
- Sun May 1 - Pylon & Combat
- Wed May 4 - MASA Meeting
- Fri May 6 - General Meeting
- Wed May 18 - Committee Meeting

Instructor Roster (April - May)

Date	Instructor	Instructor	Assistant
MAR 27	EASTER SUNDAY (No official rostered Instructors)		
APR 3	John Jefferson	Graham Paterson	Max Thomas
APR 10	Kingsley Neumann	(Open)	Ted Carter
APR 17	John Jefferson	Graham Paterson	Trevor Baudinette
APR 24	Kingsley Neumann	Peter Robertson	Max Thomas
MAY 1	John Jefferson	Graham Paterson	Ted Carter
MAY 8	MOTHERS DAY (No official rostered Instructors)		
MAY 15	John Jefferson	Graham Paterson	Max Thomas
MAY 22	Kingsley Neumann	Peter Robertson	Ted Carter
MAY 29	John Jefferson	Graham Paterson	Trevor Baudinette

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.