



HOLDFAST BUZZ



Club member Terry Gold has been busy with a couple of building projects and he has done a great job. The lovely lightly framed model is called Sky Springer and is balsa built from scratch using the AMA plan.

Take note of the undercamber and sliced ribs! Terry would like a bit more power.

The cute little Foamie is from an RC Groups plan and it has flown but is under powered. Terry made the plane a tribute to HMAC and put the smiling Holdfast Bee at the controls!

Check out this and other posts for updates around the club at <https://www.facebook.com/holdfastmodelaeroclub/>

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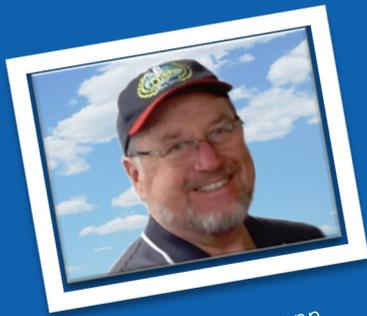


Don't Miss out on the Bargains at our Special Online Sale!

There are still some very good bargains available on our website, including aircraft, test equipment, competition-standard model cars and a model racing boat. Details of the items along with the terms of sale can be found at www.holdfastmac.asn.au/special-sale



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

...when at the field please observe strict hygiene and social spacing. We all have a natural tendency to crowd around a model on the bench and to assist by handling radios and batteries...

When will COVID 19 restrictions change?

We are working closely with the Government to comply with restrictions. We hope that changes will come into effect very soon. Members will be notified via email of any changes. Please keep an eye on your inbox for updates!

From the President

The months are rolling by and we are approaching the end of May as I write. You don't need to be reminded of how unique this year has turned out to be. I must compliment all Members for understanding and cooperation in the total closure of the field from the 28th of March and then for the careful introduction of limited flying when restrictions were eased on 29th of April. Your Committee has the situation under constant review and we use guidelines from State government and will always comply with SA Police directives. We are all keen to see restrictions eased for use of our facilities. Flight Training has suffered a complete shutdown and will resume as soon as possible.

Meanwhile, when at the field please observe strict hygiene and social spacing. We all have a natural tendency to crowd around a model on the bench and to assist by handling radios and batteries. Please don't do this. And please remember to sign in and out so that we have a record of your attendance. The Club kitchen and the Club rooms are still out of bounds. You will be notified as soon as we can allow access.

We had a very good response to our first on-line voting to approve the 2021 Budget and fees. The fee structure and discount offered by MAAA is on the webpage. Quite a few have already paid their fees and this is a good sign of faith in the Club and our hobby.

The Club has been advised of a large development on the corner of Majors Road and Adams Road by Marion Council and the State government in conjunction with Soccer SA. There has been talk of this over a number of years and nothing happened due to the large cost involved. Just prior to the Covid-19 the project became official and funds were made available. The funding might become a problem for the parties involved due to changing priorities. We have looked carefully at the size of the block of land and have determined that the nearest fence will still allow a good margin from our leased Fly-Over area to the east of our fence line.

It will require careful attention to positioning our models at all times. A good indicator of our limit to the east is the radio mast on Majors road. Never fly over that mast or east of it. We manage to fly safely within our area most of the time but infringements can occasionally occur over Majors Road.

The flying field still suffers from bad cracks and holes due to the dry summer and despite recent rain. This is very unfortunate because model undercarriages can get torn out. On advice from a landscaping company we will be aerating the soil and applying 5 tonnes of gypsum to condition the clay. Meanwhile the wheel barrow and other tools will be left out on the soil dump area for emergency repairs to the worst of the holes. Anyone is invited to do some filling. Remember to tamp down on the fill. The main repair task will require some volunteers and there will be a cessation of flying activities when work is in progress.

A big vote of thanks goes to Greg Peake and Karl Heberle for mowing the field and to Henry Tomczyk for his work with the whipper snipper around the place. Thanks also to Ashley and Horst plus others who have offered to patch up some holes.

Despite winter being upon us I am confident that we can get some good quality flying in. If not there is always work to be done at home or at the field!

Kingsley Neumann





John Jefferson

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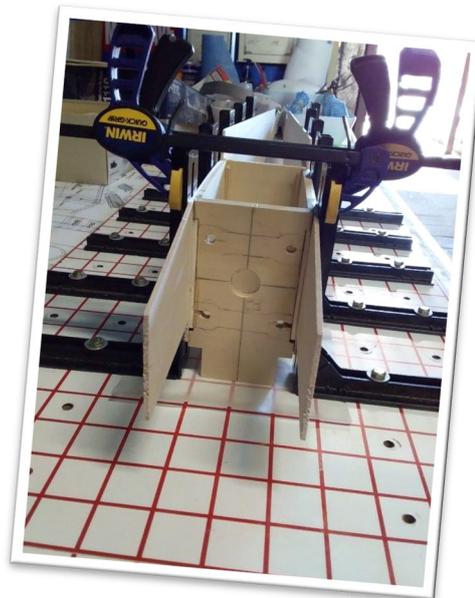
Got things to sell?

If you have some RC items to sell, you can advertise on the HMAc Website. Please email the details with photos to buzz@holdfastmac.asn.au. For more info click [HERE](#)

Curare 40 Build

The build progressed steadily. The next step was to join the two wing halves and two tailplane halves. I made sure the end surfaces to be joined were as flat as I could get them and then glued them together with two part 30 minute epoxy. As soon that was done I wrapped the joints with masking tape to keep the respective halves properly aligned and left them for 24 hours to cure.

Next step was to prepare the firewall. The fuselage of the Curare is fairly narrow, which didn't allow enough room to mount the engine upright; the only option was to do a side mount. In fact I prefer a side mount as then the exhaust would exit on the underside of the model which looks better and no oil residue ends up on top of the model. I measured the exact location for the engine mount and drilled four holes for the retaining bolts, then drilled a larger hole to enable the fuel and pressure lines to go from the tank to the engine. The bottom of the firewall was also where the two mounting dowels on the wing's leading edge would be attached, so there was some measuring, double and triple checking of where the holes should be situated, then the holes were drilled.



The firewall (Former 3), remaining formers and tail post were glued to the fuselage sides. Plywood mounting plates for the main undercarriage and tailwheel were shaped and glued to their respective positions on the underside of the fuselage.

Next problem that had to be solved was where to install a throttle servo with its pushrod to the throttle arm. The narrow fuselage limited my options, particularly as the space between the firewall (F3) and next former (F4) was taken up by the fuel tank. The solution was to mount a micro servo inverted just behind F4 and run the pushrod under the tank where it exited through F3 to meet the throttle arm. I lost count of how many times I measured the relevant positions but fortunately it came out just right.

Still focussing on servos, the aileron, elevator and rudder servo positions were next to be addressed. My original thought was to have two aileron servos but this meant I would have to cut into each foam wing half to mount the servo as well as cutting channels for the servo leads, so I decided on a single servo which would operate torque rods to the ailerons. The elevator and rudder servo positions took a while to work out, once again being restricted by a narrow fuselage which was even narrower in its rear section. All calculations done and positions staggered vertically and horizontally in the available space. The staggered positions were to ensure the respective control rods would not interfere with each other and maintain free movement.

Back to the wing. Leading and trailing edges were sanded to shape; tips cut, shaped and glued; ailerons cut and shaped; servo mount hole cut and reinforced; wing dowels and mounting plate glued; trailing edge mounting plate cut and glued - holes (to match the mounting block already glued to the fuselage) were drilled through the plate for the wing mount bolts; slots cut for torque rods. In addition, elevator halves were cut and shaped.





...Next headache: how to secure the tailplane to the fuselage and fit the tailfin and rudder. A lot more head scratching, calculating, measuring before the solution presented itself...

Curare Build 40 cont...

The wing and tailplane joins were each reinforced with a fibreglass bandage to ensure there was enough strength to maintain integrity during high G manoeuvres. Last thing I want to see is the model doing an "overhead hand clap" during a tight turn.

Next headache: how to secure the tailplane to the fuselage and fit the tailfin and rudder. A lot more head scratching, calculating, measuring before the solution presented itself. A mount was shaped for the tailplane. A tailfin and rudder were made using the plan as a guide.

Time to work out the internal fittings. Positions were identified for the switch harness, receiver and battery pack. So far so good.

Before going further I decided to check the wing's angle of incidence. Out came my incidence meter and I set up the model so that the tailplane was at 0° and the wing came out at +2°. Good, I didn't have to do any surgery.

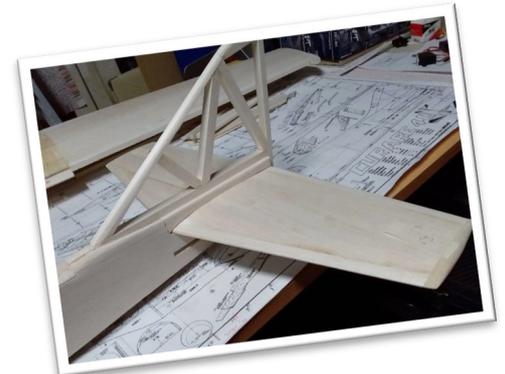
More work on the fuselage. Now it was time to glue balsa sheeting to the underside and make a turtle deck on the upper side. The turtle deck needed a hatch to give access to the elevator and rudder servos. The hatch was duly shaped. Similarly the cowling was cut, shaped and glued into place. Undercarriage legs were bent to shape and

fitted with wheels. The engine and fuel tank compartments were fuel-proofed.

Last item was to make a canopy; luckily I found a two litre plastic container that was ideal after a bit of cutting and trimming.

Visible progress at last. Once the various parts were covered the task of assembly began. All the bits and pieces came together as planned, which was encouraging. I checked the centre of gravity and needed to add 30 grams of lead to the tail.

Just when you think you're finished there's one more task; set the control throws. In the absence of instructions I set up what I thought were appropriate control surface movements, adding a little bit of exponential; then setting (lower) dual rates at 70%. That should be a good starting point. Changes can be made after the maiden flight.



Almost Real Flying - Geoff Haynes

During the lockdown, some of our members kept on flying at the field.

How? They met at our virtual flying field and enjoyed a simulated flying experience to keep their skills honed. Voice chat enabled them to converse with each other and friendly dog-fights were a source of amusement without risk of costly damage.

You can still enjoy the virtual HMAc experience at any time if you have a copy of RealFlight Simulator or Phoenix Flight Simulator and download the Holdfast airfield scenery from our website. (Note that only RealFlight supports Multiplayer mode).

Go to www.holdfastmac.asn.au/simulators for more information.

It might be awful weather in the real world, but it's always sunny and calm at Virtual HMAc. Maybe we'll see you there soon.



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UPCOMING EVENTS

- All meetings in June-July are cancelled until further notice
- All competitions in June-July are cancelled until further notice
- LIFT Training in June-July cancelled until further notice

*Please note this could be subject to change with lifting of COVID19 restrictions

Safety Reminder

All Members are asked to practice good control over the position of their models when operating along the eastern fly-over area.

This map, based on our Lease with DEW, shows that there is plenty of room for normal operations beyond our fence line. The radio mast is a good indicator of the eastern limit of the fly-over area. The Club is not aware of a planned commencement date for the Soccer Fields.

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.

Competition Results - No competition due to COVID19

April 5th

Open class pylon
 No flying due to COVID19 Restrictions

Standard class pylon

No flying due to COVID19 Restrictions

Electric class pylon

No flying due to COVID19 Restrictions

WW I combat

No flying due to COVID19 Restrictions

WW II combat

No flying due to COVID19 Restrictions

May 3rd

Open class pylon
 No flying due to COVID19 Restrictions

Standard class pylon

No flying due to COVID19 Restrictions

Electric class pylon

No flying due to COVID19 Restrictions

WW I combat

No flying due to COVID19 Restrictions

WW II combat

No flying due to COVID19 Restrictions

