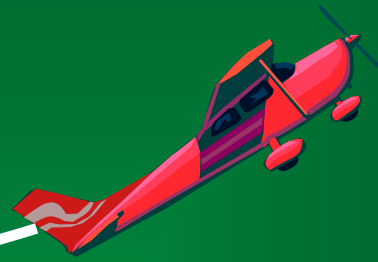


Aerobat



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ALL ARTICLES/QUESTIONS/
COMMENTS, SEND AN EMAIL
TO:

editor.asme@gmail.com



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From the editor's desk...

Hello there again! It's nice to see that some of you are making the most of the few days where you can still go and have a fly (See front cover!). As the winter weather slowly creeps up on us, you'll all have time to sit in the workshop and concoct up a new flying machine, or repair an old one, to get ready to fly again in the summer.

In other news, I haven't been sent articles from any members for the

magazine about their planes or engines etc, but I have got emails thanking me for my ef-



"Wow. I've never seen a plane do that before!"

forts - so thank you.

I have also received emails from a few of

you to send the *Aerobat* straight to your inbox - remember if you would like this done just give me a shout.

In this issue of the *Aerobat*, there is the thermal thaw report, and photos, photos of our newest member giving it a go - which is what we like to see! There is also an article from our new secretary and some funnies as well!

Hayden Purdy

Cri Cri Electric Plane

At the Green Aviation Show held this past week at Le Bourget, Paris, EADS created quite a buzz when the company unveiled what it calls the first-ever four-engine electric-powered aerobatic airplane, based on the tiny Cri-Cri homebuilt designed by Frenchman Michel Colomban in 1973.

Working in partnership with Aero Composites Saintonge and the Green cri-cri Association, EADS Innovation Works used composite materials instead of metal to reduce overall weight and make room for the high-energy-density lithium batteries. Those cells provide power to four brushless electric motors - two mounted back-to-back on nose pods on each side - with counter-rotating propellers.

EADS Innovation Works claims the aircraft will have “novel” performance: 30 minutes of cruise flight at 110 km/h (68 mph); 15 minutes of full aerobatics at up to 250 km/h (155 mph); and a climb rate of approximately 5.3 m/sec (1,020 fpm).

EADS expects to make the first test flights this week.



All about the Secretary...

Like most modellers I began as a kid with chuckies and progressed to rubber power, but then teenage hormones took over closely followed by the need to pay a mortgage and feed a growing family. But about 15 years ago I saw an add for a DC3 kitset, and it was love at first sight all over again. About half-way through the building process I realised that I had no idea what I was doing so I joined the Roskill Modellers and learned to fly a trainer, I'm still learning.

A little over 3 years ago after moving to Silverdale from Torbay I joined the Hibiscus Coast Radio Flyers after attending an open day. Seemed like a good bunch of like minded folks and I even knew some of the ex Roskill members who had joined since Roskill lost their field.

I was told a couple of months ago that Ross was looking to retire from the Secretary/Treasurer/Membership officer position and if you think of 2 words, press and gang, it will explain how I now have that job. I have no doubt that this will be a hard act to follow as it is essentially a double act which includes Ngaire of course and we all know she has at least one hand on the wheel. So please have a little patience as I get up to speed.

Happy flying

Neale.



Thermal Thaw - 13th June 2010

Report by Bryan Leeves.

We flew the Thermal Thaw (thermal A format) glider contest at our Wainui field on this day.

Thermal Thaw is a mid winter thermal soaring contest which has for many years been flown at Ambury Farm Park in Mangere by the Aucklandsoar club as a light hearted contest used traditionally to raise funds for junior member support in the Roskill Modellers Club. After the latter club lost its field in Auckland the contest had more or less faded out for a year or two when Ross and Ngaire thought of resurrecting it and holding it at our field. This we have done for the last two years. The contest is open to all glider fliers but its mainly Aucklandsoar members who visit for it. This year it was also nice to see David Ackery from the Auckland Free Flight club arrive for a visit. Dave didn't fly as he has just build a new light-weight glider which he naturally didn't want to risk untested in the rough conditions.

For the second year the weather provided us with a very much 50 – 50 situation as to whether to fly or not to fly. This is an absolute pain – its easy to make a decision about flying when its fine and calm and also when its blowing a gale and raining like hell. But its difficult when its like yesterday – a good deal of wind and some passing showers. I had arranged to phone Les Stockley the president of Aucklandsoar at about 8 am to discuss the situation. Les wasn't all that keen as he could see the clouds skidding across the sky which meant it was certainly going to blow some. However we decided to fly.

We could only attract two Aucklandsoar people given this situation and three of our own members. However this was enough and we flew.

The wind was WSW and gusty maybe upwards of 20 knots average most of the time at ground level but more higher up. There were a few lulls. Our RES (Rudder elevator spoiler) lightweight gliders flew backwards a good deal of the time so it was indeed a testing time. Les Stockley and Ted Bealing of Aucklandsoar flew moulded full house (6 servo) modern gliders which could handle the conditions much better. Both Les and Ted flew masterfully but even they looked as if they had to concentrate a great deal when landing. As always those of our members who had not seen these moulded gliders operate before were I'm sure very impressed with their spectacular winch launches, all round gliding ability including aerobatics and their landings under airbrakes. They are impressive beasts indeed. I

Both Les and Ted handled the conditions well and posted three flights each suffering no damage at all.

Of the three of us who flew RES built up models, Jim Hall got through with no damage which was a very good effort. Jim flew his Spirit. Ross Mac flew a two metre lightweight glider as well and unfortunately while launching for his second round caught a large gust while on the winch line which overwhelmed the model whose wing parted at the middle in spectacular fashion. There nothig at all Ross could do about it. Disrespectfull types are wont to refer to this as 'the wing clapping hands' and similar terms, but I would never do that personally eh.

In the wind it wasnt possible to hear Ross's verbal reaction. While the pieces of the wing drifted away down wind on the gale, the fuselage performed a beautiful parabolic arc (pew how's that for journalism), gaining in vertical speed and getting more and more in the vertical until it sunk nearly up to the LE

wing peg in the dirt. Boy it took some getting out of the ground. But the ground was soft enough to cushion the impact to the extent the the fuselage didn't appear to be damaged at all.

I told Ross later that had he been more accurate and landed it near the landing spot I would have given him 100 landing points. But no he didn't do this. Next time this happens you will just have to try harder Ross.

I flew my much used Sagitta wingspan 2.5 metres. Boy it was hard yakker. On my third flight the wind was a bit stronger and I got down wind a bit over the hill. To the NE. In the end she was relatively low above the slope when she got hit by a gust that simply put her completely out of control , just like a piece of paper blowing in the wind. The model didn't actually land as such , she hit the deck half way up the hill. By sheer good fortune she hit flat on her belly and there was no damage to the wings or the rear sections, only a major glue failure along the lower front fuselage which made her unflyable from then on. But I had got the three flights in necessary to complete the contest. When I got to the site to bring the model down the wind was really piping up there. It was hard work holding on to her coming down the slope.

So mad or not we flew the Thermal Thaw.

In addition to the glider contest we had demos of several small electrics including Kerry's tiny ultra high speed model (its name I cant remember but its very very quick) and also Ted's twin ducted fan Messersmitt 262.

We all enjoyed a fine barbecue in the shed , Nigel Grace doing the honours. Ngairé's piping hot vegetable soup was superb and much appreciated by all as was the coffee and tea which she laid on as well.

Les took the honours in the contest and gets his name engraved (again) on the Thermal Thaw cup. Well done Les. But well done too the other contestants who braved to conditions.

Les by the way leaves in about six weeks for France where he will be one of the country's three man team contesting the world F3J (model glider) championships. Good luck to you and the team Les.

The Thermal Thaw results –

Possible max points for Thermal A are 1380.

Les Stockley	1244
Ted Bealing	1124
Bryan Leeves	931
Jim Hall	343
Ross Macdonnell	225 (DNF).

In the end we all agreed we had a most enjoyable day.

After discussion it has been decided that Thermal Thaw will in future be held at Wainui and Ambury farm in alternate years. So next years its Ambury.

Thermal Thaw Pic's



Before...



...After



"Ross McDonnell wins shot-put contest..."

Ted Bealing Flying



3, 2, 1.....Takeoff!

A picture-perfect photo



The First Breakfast Fly In

We woke up early to a nice crisp day of two degrees. This dropped to one degree by the time we got to the field which looked as though it had a dusting of snow. It felt like it too.

The Bar-B-Q was soon started and getting hot so it was time for a fly. Stan Sommerfield started it off with a few rubber launched gliders and Ross McDonnell got his very little Lazy Bee into the air. Stan didn't seem to be getting much height as I think the rubber was not quite as elastic as it is on hot days. Ross's electric motor seemed to be having problems getting power too. Both came back to hold their now frozen hands on to the Barby to try and get some feeling back into them. It was so cold that a Cessna came back in with ice formed on the undercarriage.

Time for a great breakfast of bacon, eggs, sausages, hash browns, fried onion and nice hot tea and coffee. Nothing like a good feed to start the bodies metabolism and make you feel warm again. Compliments to Nigel the chef for a job well done.

Flying then started in earnest with models ranging from Peter Boyd's Striker and cardboard fantastic, a Tom Boy, a vintage and a very large glider flown by Bryan Leeves, a flying wing by Nigel Grace and A quick stick from Dave Kilsby. Poor not so old Kerry Surgison, after an hour and a half of, "Test fly my model," and "What do you think of this?" finally got to fly his 3D thing which unfortunately crashed due to the elevator servo deciding not to work. This however did give him extra servos to fit to his (It's not a Lazer,) S540 which has had a new CDI fitted and now starts and runs really well.

Lots and lots of people arrived and lots and lots of flying was done in the perfect calm weather. The temperature got up to around 17 Degrees by lunch time but the wind did get up to about ½ a knot. Life is so hard in winter flying.

Thanks to all the ladies and gentlemen who made it such a wonderful day. Thanks also needs to go to our permanent weather witch Ngaire Ladd.



An Arab student sends his Dad a letter...

Dear Dad,

Berlin is wonderful, people are nice and I really like it here, but Dad, I am bit ashamed to arrive to my college with my Gold Mercedes, when all my Teachers travel by train.

Your Son

Nasser

Some time later, his Dad sends him a reply...

Loving son,

Twenty Million Dollars transferred to your account, please stop embarrassing us, go and get yourself a train too.

Your Dad

Club Calendar

August

Mon	Tue	Wed	Thu	Fri	Sat	Sun
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

Schedule of Events:

August 2010

None!

September

Mon	Tue	Wed	Thu	Fri	Sat	Sun
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

Schedule of Events:

September 2010

Wednesday 29th is 'Twilight'

(Wednesday 6th October is the rain day)

For the rest of 2010

<u>Date</u>	<u>Day</u>	<u>What</u>	<u>Where</u>
29	Sept	Wed	Twilight 1
06	Oct	Wed (Rain Date)	Twilight 1
07	Nov	Sun	Woodhill Visit
21	Nov	Sun	Christmas Lunch
26	Jan	Wed	Twilight 2
02	Feb	Wed (Rain Date)	Twilight 2
27	Mar	Sun	Open day
30	Mar	Wed	Twilight 3
19	June	Sun	Thermal Thaw

Wainui