

Aerobat



August - September 2015

Issue Number 2 Volume 15

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Cover Picture

Norm Rodgers with his scratch
built electric 125% Chatter Box.
A great little flyer

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From The Editors Desk



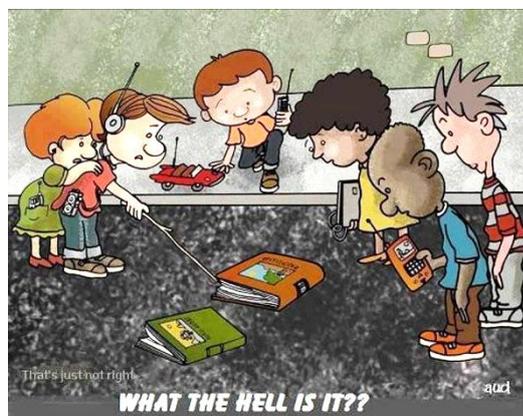
Well we may have turned the corner as I see the first Twilight for the year is now showing on the calendar. That means summer is on the way.

This might not be as exciting as you think as Auckland can have great winter flying weather with little wind and nice cool thick air, whereas summer is usually hot and windy. I personally reckon it is the fact there is a few thousand yachties out there praying for wind and only a few hundred modellers praying for calm weather.

Well it's a theory and you know the old saying, "If the facts don't fit the theory then the facts have to be done away with! No use discarding a perfectly good theory just because the facts don't fit it, good theories are hard to come by.

I would like some feedback on whether the Aerobat should go back to paper copy for general delivery or not. I personally think that more people would read it that way and you could always read it on the web site if you wanted it in colour.

Ross McDonnell
Editor



FROM THE PRESIDENTIAL SUITE

President's report August 2015



Well here we go again, just returned from Wednesday's flying so obviously not being a weekend was a gorgeous morning. It's been a mixed bag weather wise this month hasn't it along with the odd wind and even a gale warning. In spite of that though the winter has moved along nicely. I don't think we have had many weeks where we haven't been able to fly at all for at least one of the days in the week.

Our mid-winter lunch was up to our usual high standard with a great turn out, and looking forward still on a positive note, daylight saving starts again next month :-)

You people who were not at the July meeting and scratching your head looking at the new runway, I will fill you in. At the June meeting Scott Purdy mentioned that we should have a look at swinging the western end of the runway round to the north so it was in line with the fence line. I must admit I didn't think much of it at the time but back home had a look on Google Earth and thought yes it makes sense. I had wee meeting with Jim and Ross Mc at the field looking at the pros and cons and we cut a couple of sample runs with the mower to get a feel on how rough it was, and to our surprise found it better than we thought it would be. I had a chat with Richard - no problem. It was on a Wednesday and the Purdys were still at the field and keen to mow the rest of it. I gave them the ok so they got stuck into cutting it. The eastern end is still about the same place but the western end has swung around to the north by about 25 m. This gives us an extra 50 m before we fly over the road (150 m) and swings us further away from Selwyn's house and that will help keep the noise away from the new owners. Plus the extra 50 m gives us 150 from the end of the runway to the road and that will help us with our Health and Safety reports we have to comply with by the end of the year. At the July meeting, after we had 3 weeks to have a good look at it and try it out, we decided to give it a go on the understanding that if it doesn't work out, for whatever reason, we can move back to the old one. So onwards and upwards as the old saying goes.

Not a lot happening this month only hope the weather improves, we have indoor flying on Monday the 17th at 7:30 at the Orewa H.B.C. Youth Centre

One good thing about the wind and rain it's given our builders in our club a chance to get on to try and finish our projects before spring time. I popped in to have a look at what Norman Rogers is up to heaps of projects he is thinking of starting and just finishing off a lovely PT Electric. Hopefully it will enable him to get his wings along with another two of our budding learners John Clark and Norman Burns all with PT Electrics, good old Balsa warms your heart.

Me, well I have decided to modify my 42" wing span Lysander changing it over from electric to an O.S F5a-56 glow four stroke, hoping to take a chunk of weight out of it. If I had listened to Ross Purdy in the first place I would have saved myself a lot of work and expense , but there you go it's a steep learning curve this hobby of ours for sure. After this project it will be back to my Typhoon (pics and info in the building board section)

Anyway it will soon be summer thank goodness really looking forward to our first Twilight seems a while since our last one for sure.

OK that's about it from me folks, hope you enjoy your flying and safe landings.

Pete Denison.

President H.C.R.F.

By the way anyone have any idea who this chap is in the pic with the 'eee by gum' flat hat on, obviously from the old country probably North Yorkshire or Lancashire?????



Can I do Aerobatic Flying with Rudder/Elevator/Throttle planes?

From RC Groups.com

I have a simple question. For months now, I have been trying to practice in the basics of flight. I was reading a book that talked about simple aerobatics. Being a newbie, I noticed that the chapter talked about the basic aerobatic manoeuvres, but with ailerons. Now is a plane with only Elevator/Rudder/Throttle functions capable of aerobatic stunts?

Sure! While ailerons help a great deal in making a plane more aerobatic, rudder/elevator ships can do quite a bit (depending on the plane).

Rolls. Although certainly easier with ailerons, you can do rolls with rudder/elevator. The technique might vary from plane to plane (& some may NOT be able), but.... simply get yourself in a comfortable flyby, at a safe altitude, and try putting in hard rudder. Some will roll pretty nicely with rudder alone. Others may require adding some "up" to get the plane to roll over towards inverted, then require changing to "down" while inverted, then back to "up" as it comes 'round.

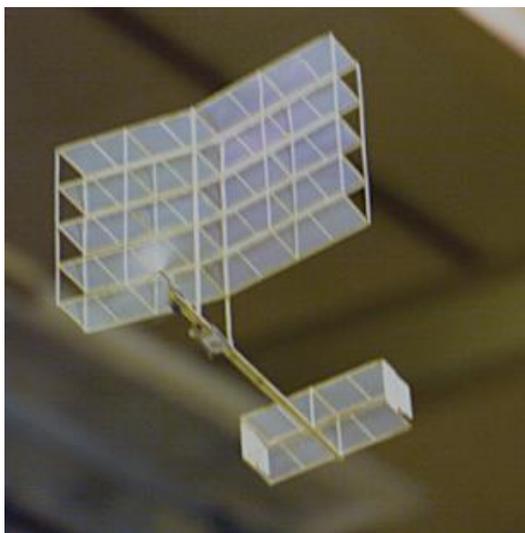
Stall turn. HAVE to have rudder, ailerons won't do it. Start with a smooth, straight, level flyby, pull "up" to vertical (or close to it), Pull throttle back to idle. As the plane comes close to stopping on that 'up-line', put in HARD rudder and FULL throttle. If coordinated properly the plane should turn on its wingtip and start down. (Let off on rudder as soon as it's pointing down, then let off on the throttle and don't forget to pull 'up' elevator.

Others. About the only manoeuvre a RE airplane just plain cannot do is knife-edge flight. That requires ailerons. All the others can be done, if not as nicely or axially as an aileron plane.

Playing (at altitude) with the sticks in the corners will open your eyes as to what is possible.. And don't forget the throttle.. 😊

Ideas for the indoor

Have you thought of upgrading what you fly at indoor? How about something like these?



THERMAL THAW 2015

The Annual Mid Winter Thermal Thaw soaring event was held on Sunday 7th June 2015 at the Auckland Soar Field at the Ambury Farm Park in Mangere Bridge. By around 10:00am there was a good muster already on the field with at least six members from the Hibiscus Club making the drive down to Ambury for the event. Weather upon arrival was really quite nice, despite the weather forecast! Just a bit of cloud around (the fog having drifted away), little or no wind and a bit of sun as well - great!

The event, which was run in two classes: Open winch launch, 8 minute max with F3B landing points. Sportsman and Electric models, 6 minute max, 50 point bonus for landing within the landing tape. *(A pity for the HCRF guys as some of them would have got 100 point landings. Ed)*

C.D. for the day Aneil Patel suggested the comp be flown in No set Rounds and, as such, a contest duration of four hours and you simply got all your flights done within that time limit. Also four flights with the best three counting being the setup decided on the day.

The standard contestant meeting was held just after 11:00 am with the above rules and frequency checks being undertaken. However, at around 10:55 am what happens? The wind comes up! Not un-flyable by any means, but making the flights for the Radians and the lighter models in the field, just that bit more of a challenge at times! The entrants and those on the field also had to cope with an increasingly regular number of showers hitting the field too. Not really heavy rain and not for very long durations either, but just enough to curtail proceedings when the rain did come through.

A few likely contestants never actually got on the score sheet at all. Bryan Leeves being one notable, having a bulkhead (or two!) come 'adrift' - leaving his well flown Sagitta, almost impossible to

fly as the servo tray was 'floating' around in the fuselage as he put it! Repairs were effected, but by the time they were done, the wind had become stronger, so Bryan opted out at that stage. Another Hibiscus member to drop out was Wayne Drinkwater, again due to the conditions. Not much carnage this year, only the odd two metre balsa model deciding the wind and even a soft winch launch did not mix thus creating two wings from a one-piece one! (Is it being fixed Ross?)

Of the rest, the Sportsman 'mob' seemed to just 'go for it' and most of them got their four flights done in very quick time. The open guys seemed a bit more laid back and some also waited around for better air. Due mainly to the weather, however, all the open entrants only actually flew three rounds, so none of them had the luxury of a 'throw-away' round. All their flights then counted.

A break in proceedings was made for lunch around half-twelve and everyone then availed themselves of the BBQ fare on offer thanks to resident club Chef - Aneil Patel. Hot vegetable soup, various flavors of sausages, bread and drink - what more could anybody want! It was actually quite sunny during the lunch break with the weather then getting progressively worse thereafter.

Due to the conditions after lunch a bit of tree sloping was indulged in, although one of the Hibiscus guys got a little bit too close to the trees and subsequently required the use of the club retrieval pole to extricate his model from the branches.

Overall a good day, flown in what is now typical Thermal Thaw conditions.

Thanks to Auckland Soar for putting on a great competition and the Hibiscus guys who made the effort to come down, I know all participants and some public did enjoy themselves

	<p>A 100 point landing</p> <p>Photo by Leigh Gordon</p>		<p>Not</p> <p>A 100 point landing</p> <p>Photo by Leigh Gordon</p>
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RESULTS

OPEN - 8 Minute Max - Full Landing Points

NAME	CLUB	MODEL	TOTAL	PLACE
Dave Larsen	AKLSOAR	SUPRA	1720	1
Aneil Patel	AKLSOAR	MAXA	1711	2
Andrew Reid	AKLSOAR	EXTASY	1704	3
Ted Bealing	AKLSOAR	MAXA	1565	4
Neal Moss	AKLSOAR	SUPRA	1466	5



SPORTSMAN - 6 Minute Max - 50 Bonus Landing Points

NAME	CLUB	MODEL	TOTAL	PLACE
Ernest Klein	AKLSOAR	RADIAN	1092	1
Paul Parker	AKLSOAR	RADIAN	1066	2
Brett Robinson	AKLSOAR	RADIAN	1012	3
Peter Denison	HBC	RADIAN	942	4
Jim Hall	HBC	SPIRIT	611	5
Leigh Gordon	HBC	SKYSURFER	550	6
Ross McDonnell	HBC	RISER	299	7



THE AMAZING LAZY BEE FROM CLANCY AVIATION

Edited from Clancy aviation site

The Lazy Bee is a small field R/C airplane with exceptional low speed performance. Typical wing loading is around 6 oz/sq ft! The stall speed is very low and the control surfaces are oversized. The Lazy Bee loops and rolls easily at speeds where most planes fall out of the sky! This outstanding slow speed performance is shared by the Big Lazy Bee.

The take-off roll is very short. The Lazy Bee leaps into the air quickly, even when flying from grassy fields. This amazing performance is only matched by the Lazy Bee's float flying ability. Short take offs, no loss

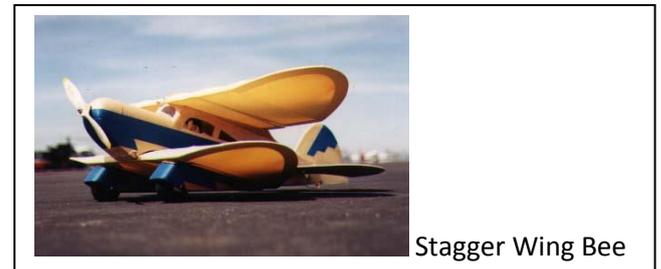


of aerobatic ability, and you can switch from land plane to float plane in under 5 minutes! And to top it all off, the floats work on snow, too!

Both the Lazy Bee and the Big Lazy Bee have been



Big bees

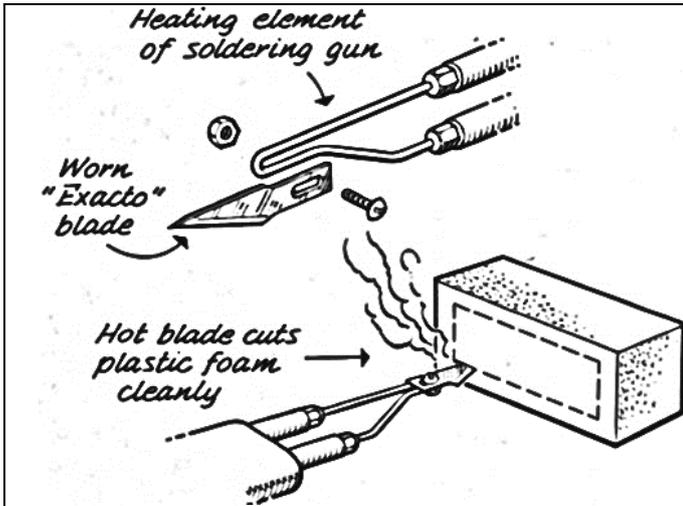


Stagger Wing Bee

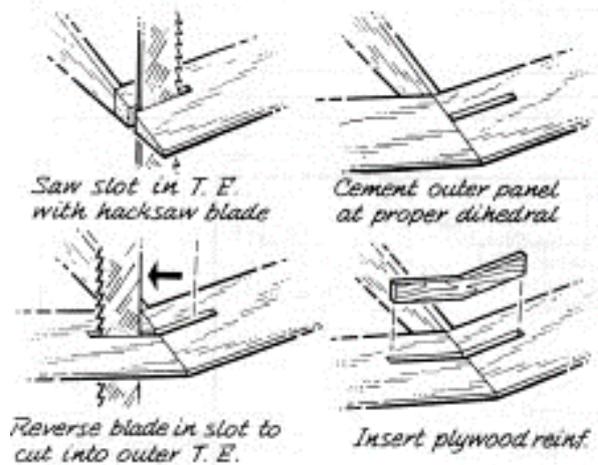
successfully built and flown with a variety of motor and radio installations. As you can see, the Lazy Bees accept a remarkably wide range of motors. Micro-radios are recommended for the Lazy Bee. If you have an .09 engine or larger, you can probably use standard servos. However, the electric powered and small-engined (less than .09) Lazy Bees need to keep their weight down and should stick with the micro-servos & receiver, and a small battery pack. A light weight covering is recommended for the Lazy Bee.

	<p>Float Bee</p>	<p>Slow Poke Bee</p>
	<p>Speedy Bee</p>	<p>Gyro Bee</p>

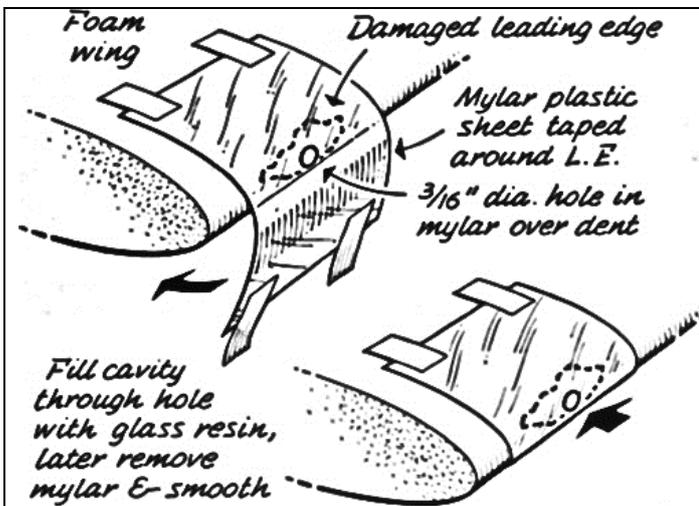
HINTS AND TRICKS



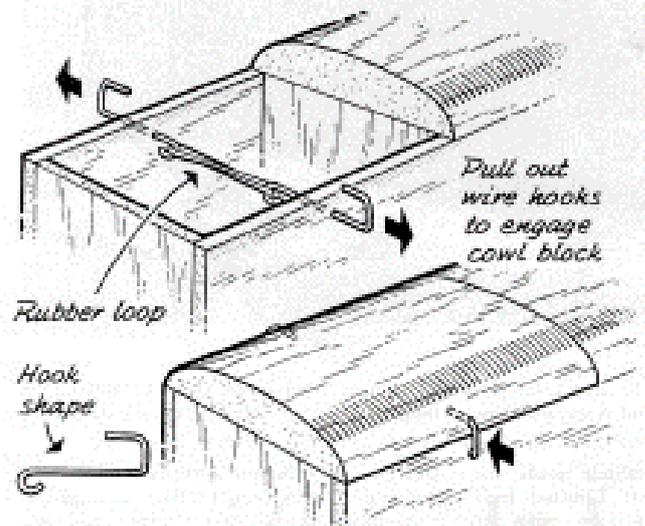
"Hot knife" is made from soldering gun to which worn Xacto blade has been bolted. Gun should be 150 W. or heavier for best results in carving foam materials. Submitted by Richard Park, Honolulu, Hawaii.



A workmanlike method of fitting plywood dihedral braces in the trailing edge is used by Murphy Anderson, Ind. With a hacksaw blade he cuts a slot for plywood in one wing. Then he cuts the other side after joining. Then inserts ply.



Workman-like repairs to dented foam wings are made using piece of Mylar plastic sheet having 3/16 in. dia. hole punched in its centre. Fill cavity through hole with glass resin, later remove Mylar, smooth area. Idea of Alonzo Richardson, Burlingame, California.



Bill Croman, Los Angeles, Calif submits a simple and fool proof cowl latching device. Steel wire hooks are held in tension by rubber loop, are pulled out to engage and hold cowl securely.

My Building Board

By Peter Dennison's

Tony Nijhuis scale warbird Hawker Typhoon is just about ready to start covering with 2.5 balsa. 62 inch wingspan Fuselage length 48 inches all up weight 7 lb Motor O.S FS .72 four stroke



Re powered my Lysander from a 4 Max 1580 W electric unit with a 5 cell 4200 Battery to a O.S FSa-56 four stroke. Just fits in nicely and quite a lot lighter finger crossed.

Don't you just love the wheel spats? (Ed)



H.C.R.F. Calendar 2015 - 2016

Pony Club Yellow highlight will not be confirmed by the pony club until Aug/Sept 2015

Pony Club Rally days are every Tuesday afternoon at the field starting September 2015.

NB ones with Pony in the day (and in yellow for those in colour,) are Pony Club. **THEY MAY NOT AFFECT US.**

As usual our fixed flying times are every Wednesday, Saturday and Sunday morning.

Date	Day	Event	Where/When
3 August 2015	Mon	Club Night	Whangaparaoa Guide Hall 7-30 pm
17 August 2015	Mon	Indoor Flying	H.B.C. Youth Centre 7.30 - 9.30 pm
7 September 2015	Mon	Club Night	Whangaparaoa Guide Hall 7-30 pm
21 September 2015	Mon	Indoor Flying	H.B.C. Youth Centre 7.30 - 9.30 pm
5 October 2015	Mon	Club Night	Whangaparaoa Guide Hall 7-30 pm
7 October 2015	Wed	Twilight 1	Wainui 5-00 pm
14 October 2015	Wed	Twilight 1 Rain Date	Wainui 5-00 pm

Editorial apology

As some of you may have noticed there was a mistake in the cover photo description on the last Aerobat. It was of course a photo of Norm Burns and his F22 not John Crawford's GWS Gold Angel.



Nine Important Facts To Remember As We Grow Older

#9 Death is the number 1 killer in the world.

#8 Life is sexually transmitted.

#7 Good health is merely the slowest possible rate at which one can die.

#6 Men have 2 motivations: hunger and hanky panky, and they can't tell them apart. If you see a gleam in his eyes, make him a sandwich.

#5 Give a person a fish and you feed them for a day. Teach a person to use the Internet and they won't bother you for weeks, months, maybe years.

#4 Health nuts are going to feel stupid someday, lying in the hospital, dying of nothing.

#3 All of us could take a lesson from the weather. It pays no attention to criticism.

#2 In the 60s, people took acid to make the world weird. Now the world is weird, and people take Prozac to make it normal.

#1 Life is like a jar of jalapeno peppers. What you do today might burn your butt tomorrow.