

Aerobat

**The Official Magazine
of the
Hibiscus Coast Radio Fliers Club**



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CLUB **INFO**

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COVER PHOTO

*Kieran Smith-Pilling
receiving his wings
badge from the
president.*

Well done Kieran.

Photo by Henny Remkes

H.C.R.F. Calendar 2019/20

**Our fixed flying times are every
Wednesday, Saturday and Sunday morning**

Date	Day	Event	Where/When
5 Oct	Sat	Winch Gliding	Wainui 8.30 am - 12.00 noon
7 Oct	Mon	Club Night	Pinewoods Hall 7.30 pm 23 Marie Ave
16 Oct	Wed	Twilight 1	Wainui 5-00 pm
23 Oct	Wed	Twilight 1 Rain Date	Wainui 5-00 pm
2 Nov	Sat	Winch Gliding	Wainui 8.30 am - 12.00 noon
4 Nov	Mon	Club Night	Pinewoods Hall 7.30 pm 23 Marie Ave
13 Nov	Wed	Twilight 2	Wainui 5-00 pm
20 Nov	Wed	Twilight 2 Rain date	Wainui 5.00 pm
24 Nov	Sun	Christmas Lunch	12pm - 2.30pm Valentines Wairau
2 Dec	Mon	Club Night	Pinewoods Hall 7.30 pm 23 Marie Ave
7 Dec	Sat	Winch Gliding	Wainui 8.30 am - 12.00 noon
11 Dec	Wed	Christmas Twilight	Wainui 5.00 pm



From the Editor's Desk

*Dear Algebra,
please stop
asking us to find
your X.*

*She's never coming back
and don't ask Y.*

The spring has sprung. The grass is riss. I Bl@@dy know where the birdy's is. Right outside my window at about 4-30 in the morning.

I know I should appreciate all things that fly but as most members know the magpies will probably be back with their dive bombing on unsuspecting model aeronautist. A good tip is, because they attack from

the back, put those plastic eyes that you get from the \$2 shop on the back of your hat. This confuses them as they don't know which side to attack.

Oh and if you do accidently clip a magpie please do not do what one member did, and nurse it back to health.

If any of the beloved readers want to give me a Christmas present, a one page article would be great. Failing that the winning numbers to next week's lotto would be greatly appreciated also.

Happy landings.
Ross McDonnell
Editor.

If you boil a funny bone it becomes a laughing stock. That's humerus.

From the President's Desk

Well Spring is definitely here, by the time you read this we will be on Summer time and only a couple of weeks away from our first Twilight - brilliant!

As for our club house. We have now finished our winter working bees. The Generator is up and running. Outside painting and maintenance is finished and everything is looking ship shape. (Or should that be aircraft worthy.)

Nigel Grace made a lovely metal work bench for us and he also supplied a wonderful timber table. Henny Remkes donated a splendid book case for all our donated books and Magazines etc. Peter Briggs worked on our behalf with the Dean family who kindly donated tools, drill press etc. from Dave Dean's estate. Norm Burns designed a stacking system for wings and aircraft and along with the help of John Clark and Ian McEwen the system is now up running and working well. The Lads also came up with the idea to use the shed next to the toilets to store models.

The planes and kits kindly donated by Rob O'Rourke have been sold already with a little pushy selling from Henny and Wayne also brought in a plane that Dave Deane started on. Lots of other things that we members have donated have been sold or found new owners over the winter – brilliant and thanks.

It really is a pleasure to be part of the committee to see everyone working in together and coming up with ideas etc. So a Big Thank you to everyone

Now with spring upon us and summer to look forward to, we can sit back and enjoy the fruits of our labour and that sure puts a smile on my face

Fingers and toes crossed for our first Twilight - think nice thoughts to Ngaire (the weather witch,) Ladd.)

Happy Landings

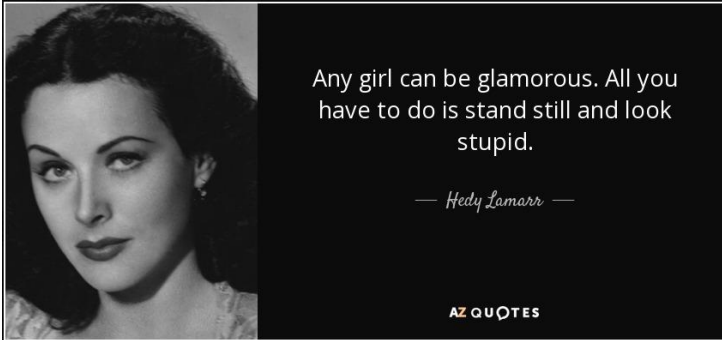
Pete Denison



The Piper Cub is the safest airplane in the world; it can just barely kill you.'



We owe it all to Hedy Lamarr



Hollywood Career

Actress Hedy Lamarr was born Hedwig Eva Maria Kiesler on November 9, 1913, in Vienna, Austria. Discovered by an Austrian film director as a teenager, she gained international notice in 1933, with her role in the sexually charged Czech film *Ecstasy*. After her unhappy marriage ended with Fritz Mandl, a wealthy Austrian munitions manufacturer who sold arms to the Nazis, she fled to the United States and signed a contract with the Metro-Goldwyn-Mayer studio in Hollywood under the name Hedy Lamarr. Upon the release of her first American film, *Algiers*, co-starring Charles Boyer, Lamarr became an immediate box-office sensation.

Often referred to as one of the most gorgeous and exotic of Hollywood's leading ladies, Lamarr made a number of well-received films during the 1930s and 1940s. Notable among them were *Lady of the Tropics* (1939), co-starring Robert Taylor; *Boom Town* (1940), with Clark Gable and Spencer Tracy; *Tortilla Flat* (1942), co-starring Tracy; and *Samson and Delilah* (1949). She was reportedly producer Hal Wallis's first choice for the heroine in his classic 1943 film, *Casablanca*, a part that eventually went to Ingrid Bergman. A recluse later in life, Lamarr died in her Florida home in 2000.

Secret Communications System

Hedy and Tracey Lamarr, who was also a scientist, co-invented an early technique for spread spectrum communications—key to many wireless communications of our present day.

In 1942, during the heyday of her career, Lamarr earned recognition in a field quite different from entertainment. She and her friend, the composer George Antheil, received a patent for an idea of a radio signalling device, or "Secret Communications System," which was a means of changing radio frequencies to keep enemies from decoding messages. Originally designed to defeat the German Nazis, the system became an important step in the development of technology to maintain the security of both military communications and cellular phones.

Thank you

Thank you Hedy Lamarr for your contribution that made our modern radio control system possible.

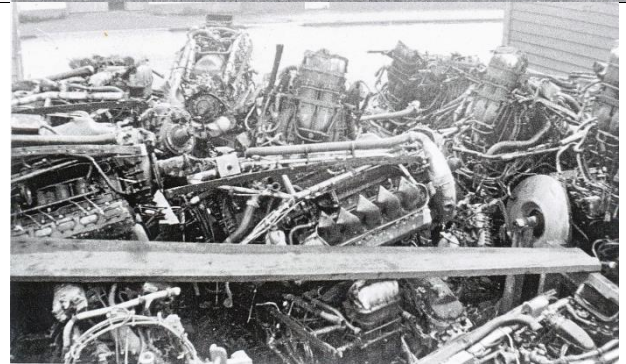


Having lost sight of our objectives we need to redouble our efforts.

SIGHTS TO MAKE AN AIRCRAFT ENTHUSIAST SAD

Cliff Horrell
Box 164
Ashburton N.Z

The executors
John Wills. Schoolboy
George Vincent Brothers Law
Leslie Vincent & Swinger
Cliff Horrell



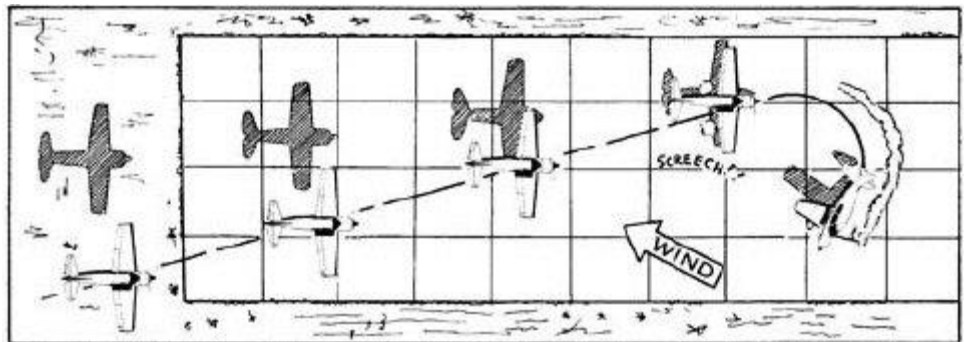
If it's stupid but it works, it isn't stupid.

Crosswind Landing Technique Tutorial

by zdsweet at FlightTest

I am 18 years old, and I fly R/C and full scale planes. I started flying with R/C airplanes at the age of 8. I always struggled when the wind started blowing across the runway at my flying field. When my plane was pointed right down the runway, I couldn't help but notice that my plane was slowly drifting either away from me or towards me (depending on which way the wind was coming from). I would always end up unintentionally touching down at the far or close side of the runway, and sometimes have to go around because of it, even though my goal was to touchdown right on the centreline.

This is a common mistake many new R/C pilots make, but don't worry, the proper way to land in a crosswind is quite easy with a little knowledge and practice!



Techniques: There are two main techniques for landing in a crosswind; the de-crab/crab, and the sideslip. Each has its up and downs, and different pilots prefer their own way. Here are the different techniques, explained.

De-Crab/Crab:- Earlier I explained the phenomenon when an airplane begins to start to drift away or towards you even though you have it pointed right down the runway. This is referred to as "wind drift". Think of it as a water current. If someone is pointing their boat right across a body of water with no current, the boat will track straight across. However, if someone were to point their boat directly across the body of water that has a current and try to go to the other side, they will make it across, but they will also drift away from their desired landing zone. In order to eliminate the drift, both for the boat and for an airplane, the pilot must simply allow their plane to weathervane into the wind/current. This is known as "crabbing" the airplane.



No Wind - No Drift

With any wind, the airplane drifts downwind unless corrected.

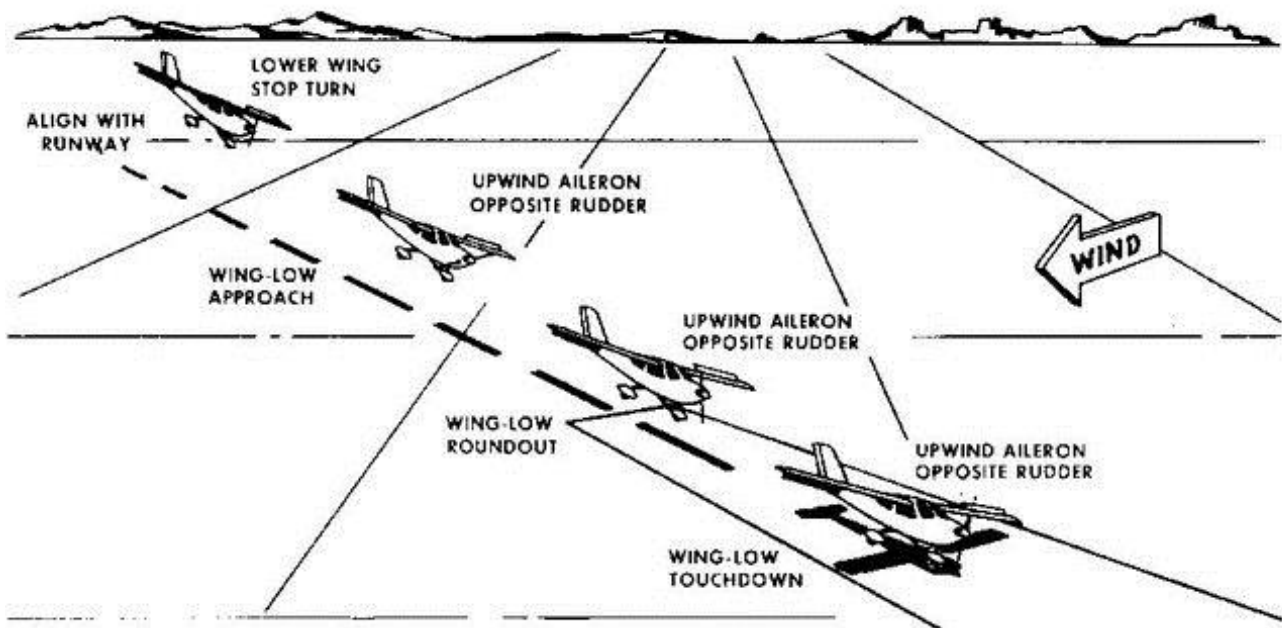
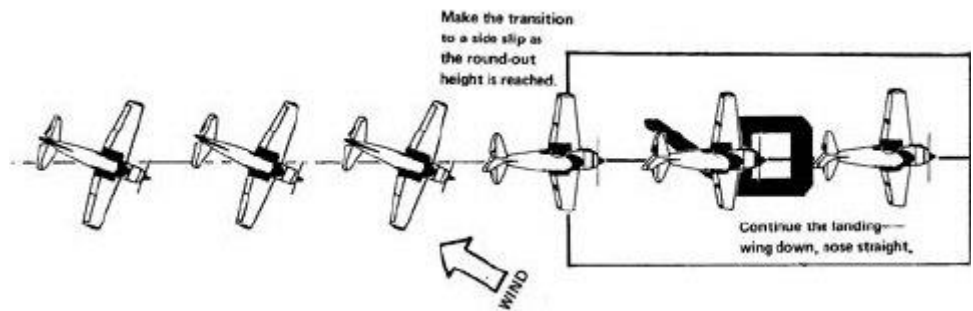
With proper correction, airplane stays on intended course.

At this point, it will look like the nose of the airplane is pointing either at a small or large angle away or towards the pilot on the ground (depending on which way the wind is blowing and how strong). Once the plane is pointed correctly into the wind, ground track will be consistent with the direction of flight desired, thus the airplane will be tracking down the runway, even though it looks like it is flying in a different direction. This correction is known as the wind

correction angle (WCA). Once you are at about the height that you would normally flare and your wind correction angle has been properly made, you need to straighten out the nose of the plane to track with the direction of the runway. This is because it would be bad to land at an angle as the plane could flip over or the landing gear could get twisted which could cause further damage to the airframe as well. All that needs to be done to straighten out the plane is to simply put the plane into a super quick sideslip once at flare height, and touch down the upwind wheel first, followed by the downwind wheel.

Side Slip:- The main difference between a sideslip and a crab is the sideslip has the nose pointed down the centreline the whole time through touchdown, whereas the crab has the nose weather-vented into the wind until the last second when the pilot inputs a sideslip to touchdown.

The sideslip is simple: align the nose with the runway centerline without drifting. The process: once on final approach, align the nose of the plane with the centerline of the runway. Then, bank the wings the opposite direction of the way the wind is coming from (bank upwind). Then, give rudder with the wind (opposite rudder). This makes the plane fly at a slight bank while keeping a straight ground track at the same time. Once you are at flare height, maintain your sideslip, and touch the lowest wing's wheel down first (this applies to both conventional and tricycle gear aircraft), and then allow the higher wheel to settle down. Be sure to keep all crosswind corrections on the sticks until the plane has come to a stop or the plane could turn or flip over.



1

FLYING RULES 101.

Try to stay in the middle of the air.

Do not go near the edges of it.

The edges of the air can be recognized by the appearance of ground, buildings, sea, and trees.

It is much more difficult to fly there.

∞

If you're faced with a forced landing, fly the thing as far into the crash as possible.

∞

Airspeed, altitude, and brains.

Two of these are always necessary to successfully complete the mission.

∞

The three most useless things in aviation are:

Fuel in the bowser;

Runway behind you; and

Air above you.'

∞

Flying the airplane is more important than radioing your "plight" to a person on the ground incapable of understanding or doing anything about it.

∞

If you hear me yell; "Eject, Eject, Eject!", the last two will be echos.'

If you stop to ask "Why?" you'll be talking to yourself, because by then you'll be the pilot.

∞

It is generally inadvisable to eject directly over the area you just bombed.

∞

An airplane is built to inherently want to fly. A helicopter is a compromised design that inherently wants to thrash itself apart.

∞

The three most common military aviation expressions (or famous last words) are: 'Did you feel that?'

'What's that noise?' and 'Oh Shit!'

∞

The three best things in life are: A good landing, a good orgasm, and, a good bowel movement. The night carrier landing is one of the few opportunities in life where you get to experience all three at the same time.

∞

When the pin is pulled, Mr. Grenade is not our friend.

∞

If you find yourself in a fair fight, you didn't plan your mission properly

∞

Never trade luck for skill.

∞

You know that your landing gear is up and locked when it takes full power to taxi to the terminal.



Why did the blonde stare at a frozen orange juice can for 2 hours? Because it said "concentrate"!

THE CHOCOLATE FISH COMPETITION

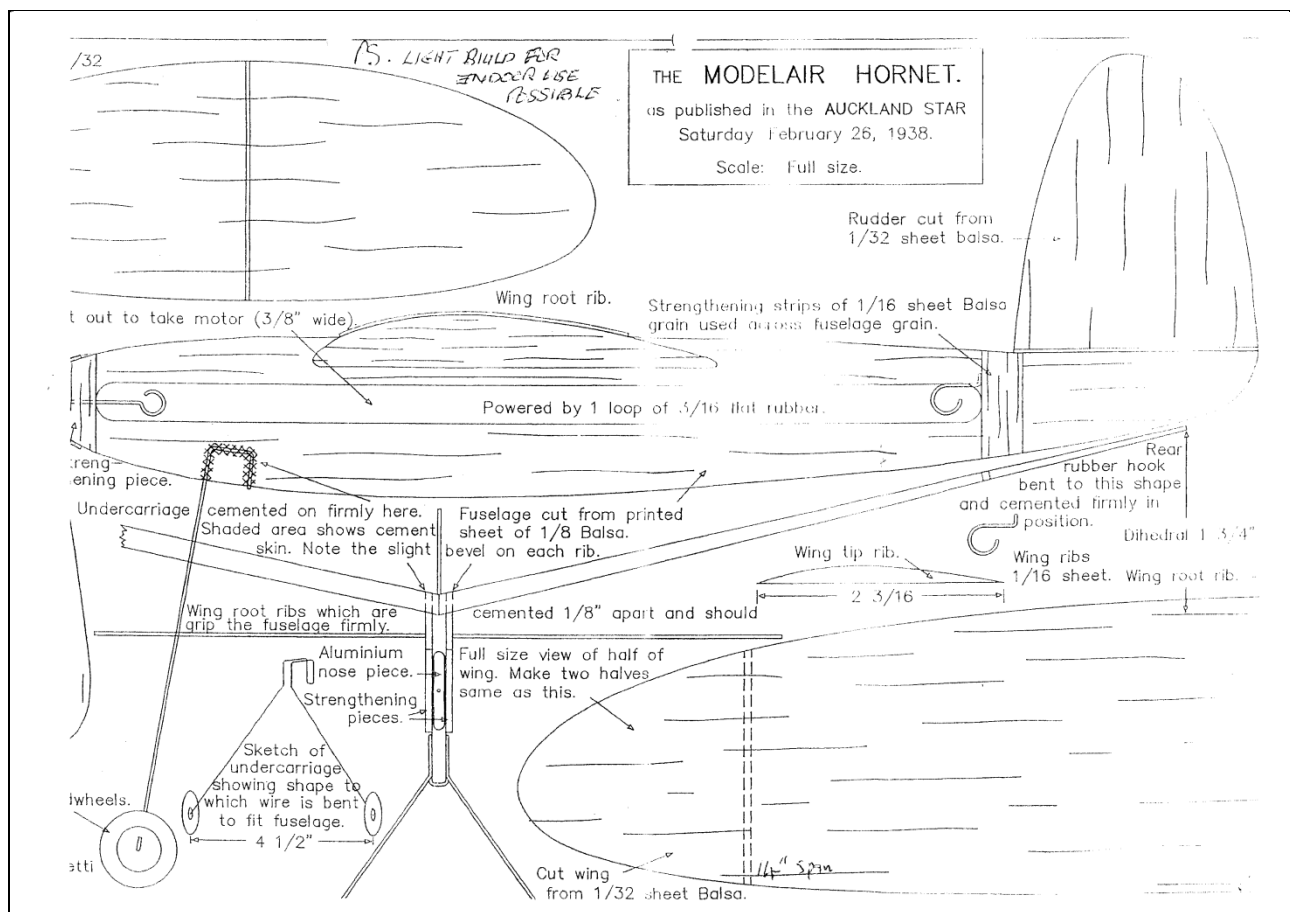
For those of you who have not tried this club competition, here is a little background.

Watching members flying free flight models, we were amazed at how well they constantly flew. Adding 2 and another number together to get 4, it was realized that if our radio models were timed to the same standard, our models would fly better and most probably fly hands off with very little or no transmitter input.

To this end, it was decided to have semi-serious competitions with models that would not cost much that would teach the basics of how aeroplanes fly properly. The well worth prize for the best flying model was to be....You guessed it, a "chocolate fish."

This times model is The "Modelair Hornet" designed around 1938. As you can see it is a very simple to build rubber powered model. Full sized plans, (1 A4 page,) can be obtained at the club house.

I would recommend everyone to try this as no matter how often I go into these competitions I learn new skills and I am sure even the most knowledgeable of us can still learn something new.



OK where to get the bits

Mighty Ape (You most probably pass the building on your way to the field.)

Jetstream Glider 13.25" manufactured by Guillows

\$7.99

This kit would give you the propeller and landing gear etc.

Just go to the counter and buy one.



GO ON, GIVE IT A GO!

The reason a dog has so many friends is that he wags his tail instead of his tongue.

AROUND THE CLUB



Jim Hall and Peter Denison either repairing plumbing or using a very industrial micrometre.



Wayne Drinkwater starting his cute little vintage model. I hear that a tree ate this model some time ago. Note first aid kit. This is a must as small engines bite big.



Peter D's replacement Chris Fosses Wots Wot is starting to come together, built from one of his kits its somewhat stronger than the Ripmax version that its replacing. Hoping it flies as nice but lasts a few years longer.



Under carriage experiment with spring loading by Norm Rogers
Photo Henny Remkes.

If you're not supposed to eat at night, why is there a light bulb in the refrigerator?