

# Aerobat



April 2012

Issue Number 2, Volume 2

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

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# AEROBAT

VOLUME 2, ISSUE 2

APRIL 2012

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## From the Editor's Desk...

Hello & welcome to the April edition of the 'Aerobat'!

The open-day was a great bit of fun, with everyone chipping in and helping out where they could. If you saw me running around with a camera, chances are those pics made it into the magazine (*keep an eye out on the next issue for a couple more*) or the interweb!

**While you're having a flick** through all those photos, see if you can play a game of "Where's Pe-

ter?!" (especially on page 13...). There are plenty of other 'mugshots' on pages 12 to 14, as well as **Trudy's facepaint before/after** shots!

If you want to go and have a look at some pictures from some of our



*The perks of the job - presidential car parking at the open day!*

past events, head on over to our website and visit the "Photos" page. The photos have been divided up into galleries of each event. Check it out at...

<http://www.hcrf.co.nz/gallery/gallery.html>

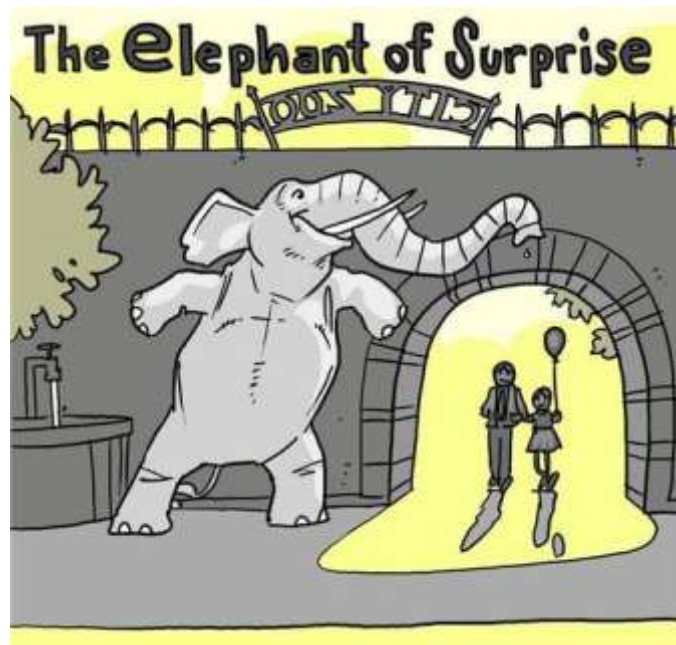
Hopefully we get some more fine weekends in these upcoming months before we get completely rained out!

*Until next time (hopefully...!)*

Hayden Purdy



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# From the Presidential Suite

Well here we go for what could be my last ramble as President. Yes its that time again AGM, Membership fees due etc, and voting in a new committee!

**You don't need me to remind you that we have had a pretty poor summer weather wise, with winds and rain a weekly feature.** Despite this we have shown what an optimistic bunch we are driving all the way out to Wainui with our windscreen wipers going hard out, all the time we tell ourselves it might be flyable when we get there, only to sit on the bench for a short while before turning our cars around again! I try to get a flight in regardless of the conditions and have been pretty lucky most times. Summer ended and I had the same number of models flying at the end as I started with, albeit with a bit more glue on them than they began with.

**Our club open day was greeted with "challenging" weather an even more challenging sound system, but the day turned out pretty awesome with some excellent flying and good visitor numbers - not forgetting the very smart "Team Aurium" in their Hi-Vis T shirts.**

Scott Purdy deserves a mention for the amount of display flying he did, even flying other peoples models **for, them having never flown them before "In at the deep end"**.

Wanda the witch took to the air after a bit of swearing and a few prop changes. All in all a good day and big THANK YOU to all that made it possible.

## Fees

So fees for 2012 – 2013 are now due

They can be paid by: *(Please use your NAME and NZMAA No.)*

Bank transaction to:

ASB 12-3084-0191089-000 Hibiscus Coast Radio Fliers

Payment to:

*Hibiscus Coast Radio Fliers*

*C/- 27 Gilshennan Valley*

*Red Beach 0932*

Fees for 2012 – 2013:

Club subscriptions including Model Flying New Zealand fees for 2012 – 2013 are:

- Senior                    \$100
- Family                    \$105
- Junior                     \$40
- Superannuant         \$95
- Associate                \$40

# HCRF Annual General Meeting 2011

*2<sup>nd</sup> May 2011 at 7.30 pm Held at Whangaparaoa Guides Hall*

## Present (17):

Neale Baird, Peter Boyd, Dave Dean, Nigel Grace, Jim Hall, Dave Kilsby, Ngaire Ladd, Bryan Leeves, Ross McDonnell, Roy Monk, Clinton Payne, Ross Purdy, Hayden Purdy, Ray Wood, Ian Palmer, Stan Somerfield, Wayne Drinkwater.

## Apologies:

Colin Austen, Alan Ladyman, Noel Newling, Henny Remkes.

## Minutes of previous Annual General Meetings

These were taken as read as they were published in club Aerobat.

Moved: *Dave Deane*

Seconded: *Jim Hall*

*Carried*

## Matters arising from Minutes of previous Annual General Meetings

*Nil*

## Adoption of the Presidents Report

Moved: *Dave Kilsby*

Seconded: *Nigel Grace*

*Carried*

## Adoption of the Club Captains Report

Moved: *Bryan Leeves*

Seconded: *Peter Boyd*

*Carried*

## Adoption of the Treasurers Annual Statement of Accounts and Report

Moved: *Dave Deane*

Seconded: *Jim Hall*

*Carried*

## Election of the Officers

President: *Roy Monk*

Nominated: *Neale Baird*

Seconded: *Bryan Leeves*

*Carried*

Also nominated: *Wayne Drinkwater*  
Nominated: *Ross Purdy*  
Seconded: *Peter Boyd*

Secretary/Treasurer: *Ross McDonnell*  
Nominated: *Neale Baird*  
Seconded: *Dave Dean*  
*Carried*

Club Captain: *Nigel Grace*  
Nominated: *Ngaire*  
Seconded: *Peter Boyd*  
*Carried*

Frequency Officer: *Jim Hall*  
Nominated: *Ross McDonnell*  
Seconded: *Ngaire Ladd*  
*Carried*

Bulletin Editor: *Hayden Purdy*  
Nominated: *Ngaire Ladd*  
Seconded: *Ross McDonnell*  
*Carried*

Social Secretary: *Ngaire Ladd*  
Nominated: *Dave Deane*  
Seconded: *Peter Boyd*  
*Carried*

### Remits

*Nil*

### General business

#### Subscriptions

Subscriptions to increase to:

- *Senior*                    \$100
- *Family*                    \$105
- *Junior*                    \$40
- *Superannuant*            \$95
- *Associate*                \$40
- *New member*            \$35 (*one off joining fee additional to appropriate fee*)

Moved: *Ray Wood*  
Seconded: *Nigel Grace*  
*Carried*

## Cups

The club trophies were awarded to:

- Most improved flyer: *Gordon Hill*
- Best (*Most spectacular*) crash: *Kerry Surgison*
- The Brown Paddle: *Peter Boyd*

## Club Website

Hayden Purdy is to proceed with a club web-site

Moved: *Neale Baird*

Seconded: *Ross MacDonnell*

*Carried*

## Calendar

A provisional Calendar was discussed and suggested we add a twilight meeting in Dec, and move the open day forward two weeks in March next year.

## Noise

The noise issue and the definition of power flight remains a contentious issue and needs to be monitored by the committee.

## Address List

It was proposed that a full address list of club members be made available to all members, but there may be some privacy issues around this, the suggestion was made that we place a notice in the next bulletin asking for objections.

*The meeting closed at 8:35pm.*

# HCRF Annual General Meeting 2012

***“A camel is a horse designed by a committee”*** - With this in mind;

The Hibiscus Coast Radio Fliers AGM will be held:  
7.30 pm Monday 7<sup>th</sup> May 2012  
Whangaparaoa Guides Hall  
Stanmore Bay Road  
Whangaparaoa

Nominations are needed for:

President  
Secretary/Treasurer  
Club captain  
Frequency officer  
Bulletin Editor  
Social Secretary

# Beaufort Wind Scale

A proper “Beaufort Wind Scale” thanks to MetService...

WMO Taffel-Simpson Classification	Flags	Appearance of Wind Effects			Fujita Scale	Beaufort Force	Wind Speed		Pressure	
		On Water	On a tree	On Land			knots	kph	kgf/m	
Calm		Sea surface smooth and mirror-like. Sea calm and glassy.		Still		0	<1	<1		
Light Air		Scaly, no foam crests. Sea calm and rippled.				1	1-3	1-6		
Light Breeze	None	Small wavelets, crests glassy, no breaking. Sea smooth.		Leaves rustle		2	4-6	7-11	1	
Gentle Breeze		Large wavelets, crests begin to break, scattered whitecaps. Sea smooth.		Leaves and small twigs move		3	7-10	12-19	2	
Moderate Breeze		Slight. Small waves about 1m, becoming longer, numerous whitecaps.		Small branches move		4	11-16	20-30	3-4	
Fresh Breeze		Moderate. Waves up to 2.5m taking longer form, many whitecaps, some spray.		Small trees in leaf begin to sway		5	17-21	31-39	5-7	
Strong Breeze		Rough. Larger waves 3 to 4m, whitecaps common, more spray.		Larger branches shake		6	22-27	40-50	8-12	
Near Gale		Very rough. Sea heaps up, 4-6m waves, white foam streaks off breakers.		Whole trees move		7	28-33	51-61	13-18	
Gale		Moderately high 5-7m waves of greater length, edges of crests begin to break into spindrift, foam blown in streaks.		Whole trees shake, twigs break		8	34-40	62-74	19-27	
Strong Gale		High waves 7-9m, sea begins to roll, dense streaks of foam, spray may reduce visibility.		Branches start to break		9	41-47	75-87	28-37	
Storm		Very high waves 9-12m with long overhanging crests, sea white with densely blown foam, heavy shock-like rolling, lowered visibility.		Pushes over shallow-rooted trees, big branches break powerlines		10	48-55	88-102	38-51	
Violent Storm		Exceptionally high 12-14m waves, foam patches cover sea, visibility more reduced.		Broken branches big enough to cause structural damage		11	56-63	103-117	52-67	
Category One Hurricane		Phenomenal. Waves over 14m, air filled with foam and spray, sea completely white with driving spray, visibility seriously reduced, some minor pipe damage. Storm surge generally 1-2m above normal.		Some water trees uprooted. Can break people over 100km/hr		F1	12	64-82	118-153	68-115
Category Two Hurricane		Same as above, visibility severely reduced, small craft in unprotected anchorages break moorings. Coastal flooding near eye. Storm surge generally 2-3m above normal.		Delovage of trees				83-95	154-177	116-154
Category Three Hurricane		Same as above and storm surge generally 3-4m above normal. Coastal flooding 3-5 hours ahead of eye.		Trees & power poles snap				96-113	178-209	155-215
Category Four Hurricane		Same as above and storm surge generally 4 to 6m above normal. Terrain to 3m above mean sea level flooded to 10km inland		Coccolat trees stripped		F2	13	114-135	210-249	216-305
Category Five Hurricane		Same as above and storm surge generally greater than 6m above normal. Terrain to 3m above mean sea level flooded to 15km inland		Most trees in forest levelled		F3	14	136-179	250-332	306-542

# Vintage RC Precision NDC Contest Feb 2012

*Sunday 27 Feb 2012*

For those recently joined members of the club and who may not have heard of NDC could I briefly tell you a bit about it. NDC is short for National Decentralised Competitions. Its run by Model Flying NZ so that those who are interested in taking part in some competition flying during the year can do so and have their results collated with other people nationally as a country wide competition. You fly the competitions that are pre scheduled by MFNZ and the results are sent to the recording officer who reports the results in the Model Flyers World. These appear near the back of the magazine each issue. The schedule of events is on the MFNZ website under competition.

This year the NDC has been altered so that instead of a competition having to be run on a set weekend it can be run on any weekend in the month. This makes life easier because we can pick which weekend we like and therefore can pick decent weather more easily..

On Sunday Feb 27 two of us flew a contest called Vintage RC Precision. We flew it pretty badly in fact **but that's OK, we can only improve. This contest is for power planes from the vintage era which is defined by the design of the plane having to be before the 1<sup>st</sup> January 1951.** The power can be IC or electric and there is no restriction on the power unit used. The aim with this competition is to do 3 flights of 3 minutes each exactly. One point per second in the air is scored but if you go over the 3 minutes one point per second over is deducted. So the maximum per flight is 180 points. In addition you can earn 20 points for landing within 10 metres of a pre determined spot and another 20 points for a ROG (rise off the ground) takeoff. So its pretty simple. Each flight is timed from takeoff and the motor run must not be greater than 1 minute..

Today Nigel Grace and I flew the contest. Nigel flew his Vic Smeed Tomboy, a 1950 design with, in this case, a replica Mills .75 diesel engine. I flew my Ethereal Lady which was also designed by Vic Smeed but in 1947. It has a Mills 1.3 diesel up front. I did the 3 flights but had all sorts of problems getting the motor to run for a decent length of time resulting in 3 very poor flights. I did manage to land within the 10 metres a **couple of times. My motor is 60 odd years old and they can be a bit tricky that's for sure. Nigel had a different set of problems.** By the time he flew there was a bit of breeze appearing and his Tomboy took off down wind and ended up several hundred metres to the north east and took a fair walk to retrieve. Nigel had wondered why he had had difficulty controlling it, but understood why when he retrieved the **errant machine that he hadn't turned the receiver on. This is something we have all done but the interesting thing is that his plane flew beautifully and landed itself without a scratch** which goes to show that the Tomboy which was designed as a free flight model really does fly free flight very well ,despite not having been specifically tuned to do so in this case.

**Nigel didn't bother with any more flights after this. It was good fun anyway.**

Results:

Bryan = 149

Nigel = 119

*Bryan Leeves*



# Getting Old...



“

Shot my first turkey yesterday!  
*Scared the crap out of everyone in the frozen food section.*

*It was awesome!*

*Gettin' old is so much fun...*

”

# Mayday!

This is the story of the poor blonde flying in a two-seater airplane with just the pilot.

He has a heart attack and dies. She frantically calls a May Day:

"May Day! May Day! Help me! Help me! My pilot had a heart attack and is dead. And I don't know how to fly. Help me! Please help me!"

All of a sudden she hears a voice over the radio saying:

"This is the tower. I have received your message and I will talk you through it. I've had a lot of experience with this kind of problem. Now, just relax. Everything will be fine! Now give me your height and position."

She says, "I'm 5'4" and I'm in the front seat."

"O.K." says the voice from the tower, "Repeat after me: Our Father... Who art in Heaven..."

# Brains

The relatives gathered in the waiting room of the hospital where their family member lay gravely ill. Finally, the doctor came in, looking tired and somber.

**"I'm afraid I'm the bearer of bad news," he said as he surveyed the worried faces. "The only hope left** for your loved one at this time is a brain transplant. It's an experimental procedure, semi-risky, and you will have to pay for the brain yourselves."

The family members sat silent as they absorbed the news. After a great length of time, someone asked, "Well, how much does a brain cost?"

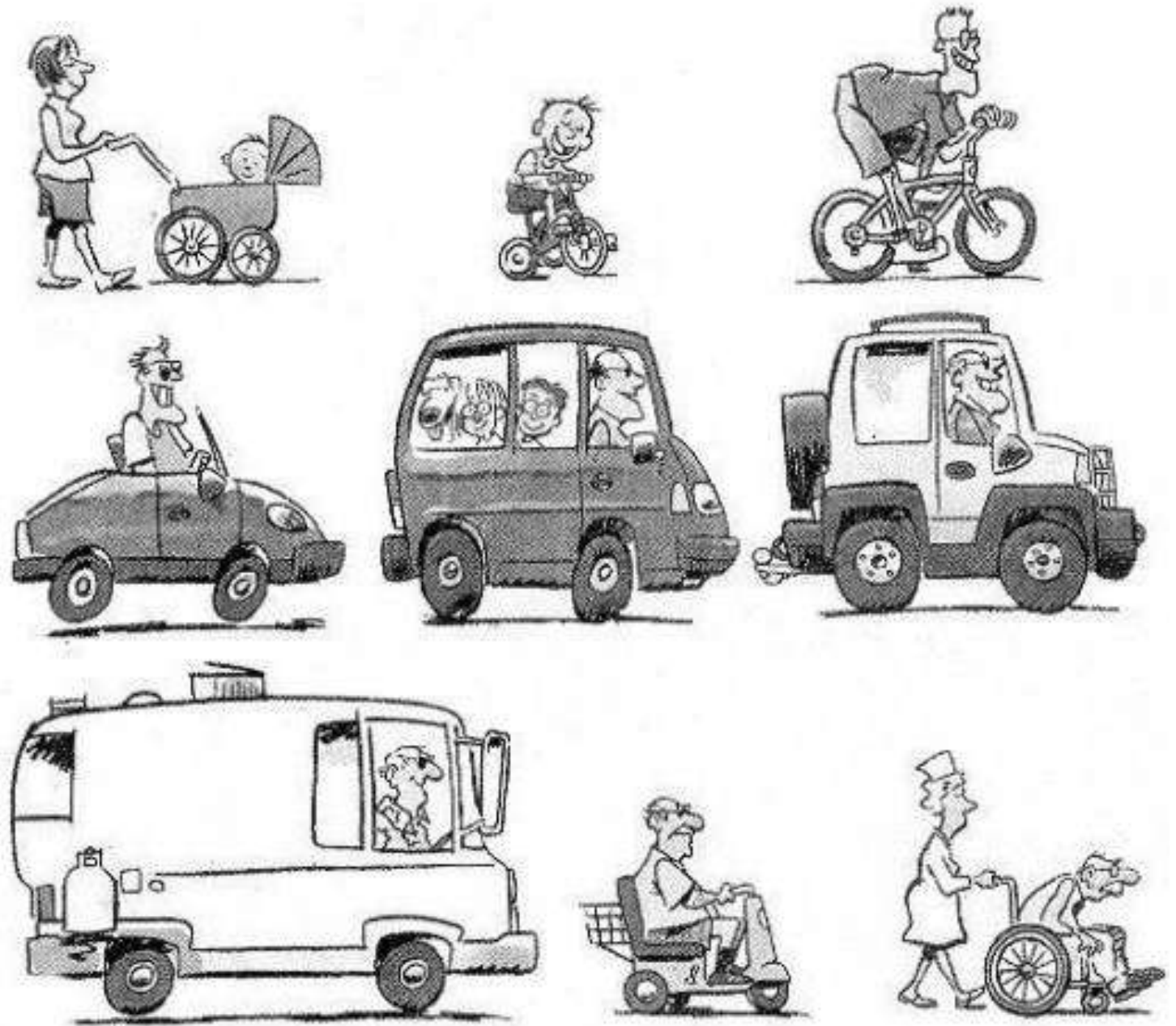
The doctor quickly responded, "\$5,000 for a male brain, and \$200 for a female brain."

The moment turned awkward. The men in the room tried not to smile, avoiding eye contact with the women, but some actually smirked.

A man, unable to control his curiosity, blurted out the question everyone wanted to ask, "Why is the male brain so much more?"

The doctor smiled at the childish innocence, and to the entire group said, "It's just standard pricing procedure. We have to mark down the price of the female brains, because they've actually been used."

# The Wheels of Life



# Openday 2012

Hi People!

A great day of flying and general get-together was had by all.

The public were very impressed with the whole day according to all the feed back we have received to date. They are looking to a repeat performance next year.

A letter of thanks has been sent to our sponsors and fliers from other clubs to thank them for their help.

I would like to say thank you to all club members and their families who attended and helped to make the day a success, whether it was flying or helping out with the many jobs there are to keep things running smoothly.

I realise that this is all part of belonging to a club but please accept this as a personal thank you to you and yours for the effort you all put in.

Many thanks

*Ngairé Ladd*

*Social Secretary and Weather Witch*



# Openday Photos

















# Club Calendar

## April

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						

## May

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			

Day	Month	Day of Week	What?	Where?
2 <sup>nd</sup>	April	Monday	Clubnight	Whangaparaoa Guide Hall
28 <sup>th</sup>	April	Saturday	HCRF Gliding Competition	Wainui
7 <sup>th</sup>	May	Monday	A.G.M.	Whangaparaoa Guide Hall
26 <sup>th</sup>	May	Saturday	HCRF Gliding Competition	Wainui
4 <sup>th</sup>	June	Monday	Clubnight	Whangaparaoa Guide Hall
17 <sup>th</sup>	June	Sunday	Thermal Thaw	Wainui
24 <sup>th</sup>	June	Sunday	Midwinter Christmas Dinner	TBA