

模型飛行機



June/July 2014

Issue Number 1, Volume 5

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AEROBAT

VOLUME 5, ISSUE 1

JUNE/JULY 2014

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From the Editor's Desk...

Hey all, this is my first time and issue of the aerobat! I would like to thank Ross McDonnell for doing a great job as editor over the last 12 months.

As most of you know I have now got a new electric plane, a Pulse xt 25e - its great fun and I've had a ball with it so far.

The weather recently has had its ups and downs (usually best when I'm working - typical..!) but I've had many of days out at the paddock practicing some scale or aerobatic maneuvers in between studying for my pilots license.

I am amazed by the stuff people come in and buy from Hobby City, I thought everyone just went in and got either a foamy or a ARF kit but what surprised me is the amount of balsa and plywood that is sold and shipped all over the country. It's nice to see people still make their own planes.

Scott Purdy

Cover Photo is of the Boomerang Elan's low pass at high speed.

*Photography by
Colin Austin*





From the Presidential Suite

Well here we go people with my new President's hat on, a bit of a shock for you all after 3 years with Wayne at the helm and what a brilliant job he did , a big thank you Wayne from us all. Scott Purdy is another new addition to our team , taking over from Ross Mc as editor of the Aerobat . The rest of the committee - Haydon Purdy, our hard working Secretary/Treasurer, Jim Hall out Frequency Officer (and unofficial chief flying instructor), Nigel Grace as our Club Captain (and chief repair /maintenance genius) and of course Ngaire Ladd - what would we do without the lovely lady our Social Secretary.

The A G M went well, Wayne Drinkwater took the most improved flyer award well deserved , the Services to the club cup to Nigel Grace, Bryan Leeves and Ross Mc the best crash apparently their planes had a love affair 3 ft over the runway.



And the new one, the Craftsman cup, well I got it , that was the shock of the evening for me it seems I made a reasonable job of my Lysander. The problem being one day I am going to pluck up courage and actually fly it . We have the Thermal Thaw gliding comp coming up on the 8 th of this month really looking forward to that. Chatting to Brian Leeves it look's as though we will be able to incorporate the Bixlers, that will be a neat way to enjoy another aspect of this fabulous sport we are involved in , so please keep that day free as it should be a stunner.

I would like to update those of you who were unable to get to our meeting on Monday the 2nd, as you probably know we have been thinking of changing the flying times to keep up with the increasing use of the called electric park flying models.

We have electric Park Flyers in the silent flight definition time slot along with winched gliders.

As the electric powered side of the club has taken off, the pure gliding has stayed with a committed few, I think its unfortunate as its a lovely part of our sport and hope it will start to grow again . I have the plans for a Craft Air Windrifter on my building table so will be joining the happy band soon I hope .

Accordingly we are looking at changing the time slots for the different modes , Quiet electric. Inter- to so we
 nal Combustion . Winch / Bungee gliders. I need have your suggestions to me by email asap please are fully organized for the next meeting 7th July.



Happy Flying folks may your landings be gentle.

Regards

Pete Denison



Treasurers Desk

Hi All;

Just a gentle reminder that the club subscriptions are still due - and there are still quite a few members who haven't renewed their subscriptions yet. Payment must be received by the 16th of June, so your affiliation with Model Flying New Zealand doesn't lapse and your insurance cover continues.

For all the people who have paid their subscriptions, most of the MFNZ membership cards have arrived, and will be mailed out after the June meeting. These metallic blue cards have the current year and your wings badge types printed on them.

The subscription fees for 2014-2015 are as follows:

Senior: \$100
Family: \$105
Junior: \$40
Super: \$95
Associate: \$40

You can pay your subs via any of the following methods:

1) Online Banking

Direct Credit the amount due to 12 3084 0191089 00

Don't forget to enter your surname in the reference field!

Please send me notification of payment via email once this is done so I can tick you off the list

2) Cash

Pay the amount due in cash to the secretary

3) Cheque

Write a cheque for the amount due and send it to:

Hibiscus Coast Radio Fliers

C/- Hayden Purdy

8 Dorchester Place

Orewa

Auckland 0931

Thanks!

Hayden Purdy

From The Building Board Building a 1/4 Scale Super Decathlon

Those of you who were at the AGM will have seen the progress I've made on my latest model, for those that weren't, here are a few photos of the model so far. The model is being built from a DynaFlite (Great Planes) kit with the following specifications:

Wing Span: 2260mm

Weight: 7.2 to 8.2kg

Fuselage Length 1755mm



I decided to build this model because it fits the MANZ criteria (over 2 metre wingspan), looks' good, is fully aerobatic but at the same time should be easy to fly.



The engine required, can be from 1.08ci 2 stroke Glow up to 25cc gas 2 stroke.

The one I have selected is the OS GF40 40cc gas 4 stroke, and should provide heaps of torque and produce an exhaust note that sounds more scale like. Being gas powered and 4 stroke should mean it is very economical to run. (Size comparison of an OS FS40 and an OS GF40)

The kits are around the US \$180 mark and first impressions were you got a lot of wood for your money. The balsa is good quality and well die cut, but the lite ply die cutting leaves a bit to be desired.

The first problem I faced was my old building board wasn't big enough for this size model. In the past, I have used pinex soft board (ceiling tiles) but I couldn't find any of that material at Bunnings. What I settled on as an alternative was 6mm thick 305mm square cork tiles which were quite cost effective. Using PVA, I glued the tiles to an 1200*600*18mm sheet of MDF. So far the new building board is working well.

The parts, fit and plan accuracy of this model is excellent. So far I have completed the horizontal & vertical stabilizers, elevators & rudders and both wing panels. Under construction at the moment is the fuselage which has had a few modifications around the firewall to generally strengthen and mount the different engine.

To be continued....

Ross Purdy



Aero-modeling Glues

Lots of people ask me what glue they should use to build a model aircraft.

I use three types of glues - aliphatic, epoxy, cyanoacrylate.

For aliphatic glue there is only one to use which is Titebond Original Wood Glue that you can buy from Carbatec here in NZ (http://www.carbatec.co.nz/titebond-original-wood-glue_c11791). The "original" is the best to use for modeling as it tacks off and dries relatively fast. It also dries very hard so it is easy to sand.



Epoxy can be either 30 minute or 5 minute depending on the strength you require. As it is relatively heavy it should only be used where maximum strength is required.

The Great Planes epoxy is ok, but I find the Devcon product to be excellent. Some cheap 5 minute never seems to go really glass hard.

For cyanoacrylate I have always had excellent results using the Satellite City HOT STUFF. You need a thin and a medium viscosity (I usually buy twice as much medium as I find it more useful and eventually the thin turns into medium). Keep it refrigerated when not in use as it will keep twice as long. A can of spray of accelerator is also a must especially when using the slower cure medium viscosity.



Most of the time I will use the aliphatic glue as it gives you plenty of time to position and pin the assembly down.

When items are difficult to pin (i.e. ply wood parts) cyano is the glue to use. Thin cyano will capillary quite some distance (anyone who has glued their finger to the model some way from where the glue was applied will know what I mean !). This can be useful for reinforcing screw holes, stiffening up balsa etc.

Ross Purdy

Thermal Thaw

Thermal Thaw the annual mid winter fun soaring meet is due to be held at our field on Sunday 8th June. The event will start at 11 A.M with a pilot briefing at 10.45 approx. The club will put on the normal barbecue. We invite AucklandSoar the specialised Auckland soaring club who have an army of hot shot model soaring people so hopefully a few of them will attend. They usually do. I'm not sure if we want to invite other AK region clubs? Over to you guys.

We will fly three events simultaneously these being an open Thermal A contest for the open class gliders (the high tech ones) , a Thermal A for RES (that's Rudder Elevator Spoiler) towline gliders like the ones several of us at HCRF fly occasionally and a third contest for electric gliders probably to the new ALES (thermal class P contest rules approximately) designed specifically for electric 2 metre gliders. I believe this class is designed for the Radian design but we have in our club a number of electric aircraft made of foam which we can arrange to accomodate in here somehow. I would like to think a lot of us would have a go. Its a fun event of light heart but you do get to see demonstrations of the very spectacular open class soaring beasts. Thermal A requires 4 flights aiming at 6 minutes airborne and a spot landing with the worst flight being discarded and this is regarded as the most basic simple and easy of the NZMAA contests.. The Thermal P is somewhat similar for electric foam gliders. The rules are spelt out on the NZMAA web site under Soaring Rules.

The whole event will last about 4 hours and we will have winch/bungee lines out so flying on the day from about 10 AM will be restricted to those taking part in Thermal Thaw.

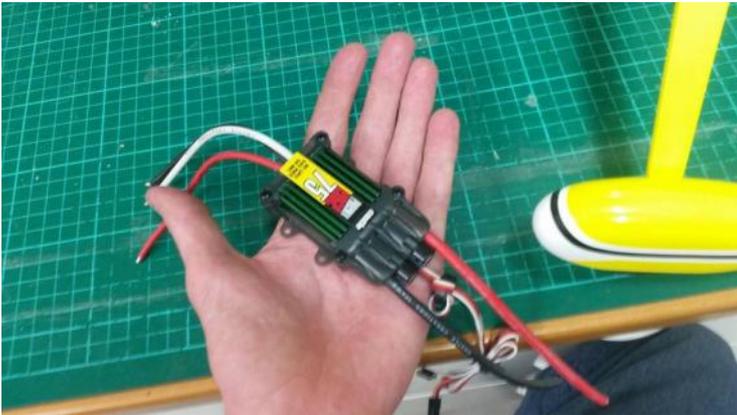
Regards

Bryan Leeves



Much more interesting way of gliding, *ed*

Photo's from around the club



One HUGE ESC for the pulse by Castle Creations.



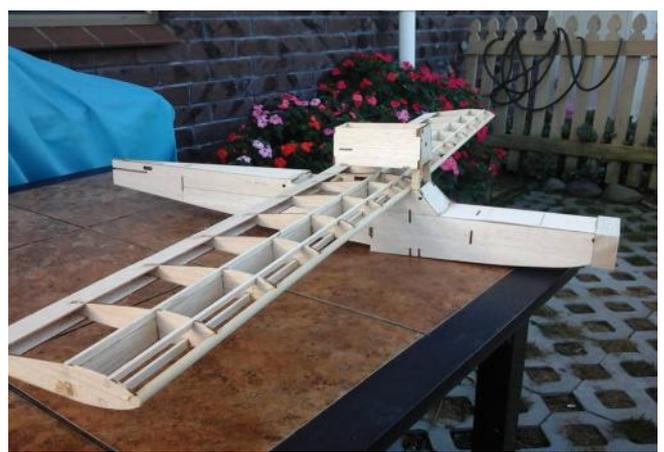
When a Stik turns into many little Sticks.



The Boeing 767, twin OS 108's and 16kg servos except the ones on the throttle which have been upgraded with traxxas water-proof car steering servos. Now it's just waiting for flight



Wayne's poke matches his car.



Wayne's other plane, nick named the flying skip.

Indoor Flying

Indoor flying starts up again Sunday evenings same place as last year H.B.C.Youth Centre Orewa.
Starting 8th June 7.30 to 9.30 then monthly 13th July,/ 10th August,/ 14 th September.

Mid Winter Christmas lunch

Well it is nearly that time of year once more.

On Sunday June 22nd we'll be celebrating our Mid Year Christmas Luncheon at Valentines Wairau Road once again.

In the next couple of weeks I shall be giving you all a ring to see if you and your families will be attending. I have made a tentative booking so will be looking for a definite number to confirm with them.

The cost is the same as last Christmas – Adults \$27.90 per head
Children 3 years to 13 years \$1.50 per year.

I will be in contact soon.

Regards *Ngairie Ladd*
Social Secretary (Weather Witch)



Club Calendar

Date	Day	Event	Where & When
1 June	Monday	Club Night	Whangaparaoa Guide Hall 7-30 Pm
8 June	Sunday	Thermal Thaw	Wainui 10 am
15 June	Sunday	Indoor Flying	H.B.C. Youth Centre 7.30 - 9.30 Pm
22 June	Sunday	Christmas Lunch	Valentines 12 Noon
7 July	Monday	Club Night	2014 Whangaparaoa Guide Hall 7-30 Pm

