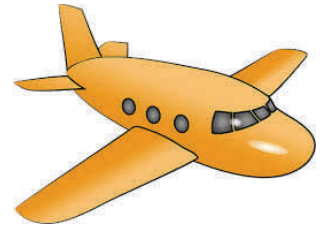


Hibiscus Coast Radio Flyers

The AEROBAT



Our very own Bryan Leeves giving his Kea a loving look before competing in the Vintage Free Flight competition or is he saying

“Trust me, I know what I am doing”

Story and pictures page 4.

The Editors Desk

Hi fellow Aero-Modelling people and welcome to my first ever "Editors Desk". For quite some time now, in fact as long as I have been a member of Hibiscus Coast Radio Flyers, Ross McDonnell has been the Editor with the handle of "Temporary" in front of it. Before Ross I believe the Editor was Hayden Purdy and when Hayden added the handle "Ex" in front of that Ross put his hand up to be the "Temporary Editor" with the proviso that if anyone at any time wanted his hat, all they had to do was ask. So at the AGM on the 2nd May I thought I would offer to take over the role of Editor and have a crack at it. I mean, how hard can it be?

After I put my hand up I discovered two things, One was that the next issue was due out in just 28 days and the other was that I needed to learn about "Publisher". Microsoft Publisher is a computer programme that one can use to do lots of publishing things if you know how (and I don't). I mention this given the spread of ages that our membership covers and some of the more "senior" members might not be "up" on computer speak. The younger members of course will be well versed with the subject and I only point this out to illustrate the very varied ages that our membership encompasses. I know that we have a small number of really young children and of course some members who have raced by the retirement age a while back. We have members who still write letters to each other and members that have no idea about letter writing but text their mums from the bedroom to see if dinner is ready. This does show that Aero-Modelling is a hobby and a sport that can be enjoyed by all ages, but more importantly it shows that the more mature flyers are willing to teach the younger ones and in so doing are keeping the hobby alive.



On the advice of my readers I decided to adopt a more formal writing style.

The AGM for 2016 has recently been and gone. The turnout of members was not high but the quality was good and quite lively in the discussions and questions section. The election of the Committee came around and because only sensible people were in attendance, no one challenged Peter for the bosses role. Peter Denison was re-elected as President and Henny Remkes has replaced Hayden as Secretary & Treasurer. The committee expanded by one with Wayne Drinkwater being elected to the position of Committee Member. Jim Hall (Jim's Mowing) is the Frequency Officer. Ngaire Ladd is our Social Secretary.

Saturday the 7th May saw a good turnout for the Winch Gliding and Wayne has a story to tell on that subject later in this issue.

Winch Gliding is held on the first Saturday of each month and it's a good spectator sport even if you don't fly, so pop in for a look between 8.30 and 11am. They use some spectacular and state-of-the-art "Ark" winch system to launch these gliders skywards. Once the glider is up an Evel Knievel type dude jumps on to the hi-tech tow-line recovery vehicle and races across the field to fetch the end of the tow-line. Simply spectacular.

Ed.

The Presidents Report

I Think our lovely summer's over folks , just got back from the flying field , it's belting it down, and quite cold with strong gusting winds as the fronts come through, though being tough and resilient !!! We managed to get some flying in and was as always great just having a good chat with the lads with our coffee .

We have livestock in the form of Sheep on the Flying field at the moment ,and no doubt regularly through the winter, so we have to ensure that both gates are closed into the field from now on folks , when we have heavy traffic on the road with trucks etc usually on Wednesdays, we will have to look at having someone operating the front gate especially for the first half hr or so to let the morning rush of cars in quickly so not to back up onto the narrow road or have the gates open longer than necessary (one of our requirements stipulated by our Landlord)

O K now for the fun stuff !!

We have had a great few weeks of flying haven't we, even the last couple of gliding days have been great, so lets hope it continues periodically through the winter so we can continue flying as well as getting stuck into building , renovating or just fixing up our old loved ones (yes I am talking about our models).

Thinking back over the last couple of months with our open day etc its been quite hectic finishing off with our AGM .

The main points regarding our AGM

Ross McDonnell finally managed to move on from the Aerobat Editor job (a big thank you Ross) thanks to Robert Berger who put his hand up to scratch the back of his head and

ended up the new Editor brilliant!! Thanks Robert , (so look after him everyone , send him some material). As I mentioned in my last report Henny Remkes is our new committee member taking on the Secretary treasurers job a big thank you Henny !!! After Hayden Purdy stepped down after many years of great service to our club .

The main issue coming out of the meeting was our decision to increase our subs next year by a small amount on averaging \$6:00 per person ,

Category	HCRF	MFNZ	Total
Senior	\$40.00	\$70.00	\$110.00
Family	\$40.00	\$75.00	\$115.00
Superannuate	\$35.00	\$70.00	\$105.00
Associate	\$40.00	Nil	\$40.00
Junior	\$20.00	\$20.00	\$40.00
New Member	Joining Fee	Nil	\$35.00

Another way we can help, being aware that to quite a few of our members myself included, the social side of our club is really important, we decided to have a donation box for the twilights to help pay for the sausages, eggs , and hash browns etc just a \$2:00 per grown up will help cover costs etc , as well as the open day once again a \$2:00 donation for parking its not a lot but it all adds up to help our club.

Ok that's all folks hope you enjoy this , Robert's first Issue , having the minimum amount of time to put it together quite a big ask for him !!!!

Have a great couple of months everyone hope you have lots of happy landings.
Pete Denison

Vintage Free Flight

Hamilton MAC

Story: Bryan Leeves

Vintage Free Flight Precision is flown using any one of power, rubber or glider models and the aim is simply to fly three flights of exactly 90 seconds each. Sounds simple but like all of these model plane contests it is harder than you think. You can't use any artificial means to end the flight like say a dethermaliser, for instance. The scoring is one point per second in the air and if you go over 90 seconds the count comes down again at the same rate. So the max score per flight is 90 and therefore the max for the contest is 270. So Stan who won this one did very well indeed with 218 points. He flew his Vic Smeed Debutant of 1952 powered by a Mills .75

The event was run by Hamilton Model Aero Club's, Bernard Scott, on the 8th May and saw a good turnout of aircraft and competitors. The events on that day were Precision, Hand Launch Glider (HLG) and Catapult Glider (CAT). You often see Stan testing CAT's at our field (none of which were harmed in these tests!). In this contest you do six flights for maximum duration each with a maximum cut off at 60 seconds.

The other contests are also duration contests usually with a maximum flight of 3 minutes. Some of the rubber power and gliders used were really beautiful models. They really are quite spectacular to watch and some of the FF modellers like Rex Bain, Bill McGarvey and Bernard Scott are world class FF men. Free Flight like Control Line only has a niche following these days but is fun and is very rewarding from a personal satisfaction perspective. The models are all constructed from scratch by the modellers. The finish on some of them is truly wonderful and you have to admire someone like Stan who only has the use of one hand with which to build them. This is not easy at all.



John Dowling a member of the Auckland Free Flight Club is about to let his model loose and no doubt hoping its going to come back. Stan and Bryan are both associate members of Auckland Free Flight.



Terry Tank from Tauranga built this little diesel powered Contra-Gyro in the mid 70's. Terry says, "It flew well until I got clever and tried a take-off. Since the rebuild I have not got it going so it has spent most of its life in a box and every now and then I get the urge to try again."



AND



Present the **THERMAL THAW**

The name 'Thermal Thaw' is based on 'Thermal' being the use of thermals for gaining altitude with gliders and 'Thaw' suggesting cold weather. Thermal Thaw is therefore a contest to be held around mid winter. It was invented around 25 years ago by the club AUCKLANDSOAR which was started up by Angus MacDonald and friends around that time to promote model gliding and particularly contest flying of model gliders.

Thermal Thaw was always run at Auckland Soar's club flying field which is at Ambury Farm Park in Mangere, every year on a Sunday near to mid winter in late June. Sometime around 10 years ago it was dropped from their schedule and after a year or so our Ross and Ngaire resurrected it by arranging to fly it at our Wainui field. After that it was decided to share the event on alternate years and although this year was for Wainui, Auckland Soar's Aniel Patel, (club captain) said they would like to hold it again.

At Ambury they put on a barbecue by Aniel himself who is a professional chef. The day starts at 11am. Traditionally the contest was Thermal A, this being the entry level contest which essentially is 4 rounds requiring a flight of 6 minutes each and a spot landing. This is flown using towline pure gliders ranging in type from \$3000 full house high tech beasts, to lightweight 2 metre bungee launched beginners models.

In recent years the advent of the very good and popular electric motors and batteries has seen a huge surge in the use of electric

powered gliders like the Radian for instance and also those that used to be towline operated but have had an electric power unit installed in them for use as the launching medium. So we will find that at this years Thermal Thaw there will be contests for pure gliders as well as electrics. None of us take these events really seriously but they are good fun and have the added value that they are very good at improving your flying. While the contests are not really serious, you will find yourself trying your hardest to do well with your duration and spot landing results and neither of these are easy tasks, I can assure you.

I can add that the guys at Ambury are most friendly and always make us welcome so it is a very worthwhile exercise. It is also true that some of their members are world class glider fliers and so are worth watching.



Winch Gliding

Reporter
Wayne Drinkwater

Gliding day Saturday 7th May



To be quite honest I didn't intend to take part in the gliding day. But Saturday dawned bright and still, so I thought why not!

After breakfast I grabbed my trusty and dusty Gentle Lady a glider that I bought from trade me as it came with power pod and a Cox 049, which is what I really wanted , anyway I put the model on fast charge checked that nothing had fallen off and it all worked as designed. Upon arriving at Wainui I was impressed at how many bods were fettling their weapons of choice. So I assembled my model and joined the others who were hand launching their gliders for a test flight.

I gave mine a healthy biff from just outside the hut area, and was amazed to see it float almost to the strip with little or no intervention from my dumb thumbs. Once we were all assembled on the hill (mound is a better description of the winch/launch area) more test bungs were going on and from there I could hand launch my glider and easily landed 1/3 of the way down the strip!! On to a winner here I thought.

Before long the winch was doing its stuff with Jim Hall in control of the pedal. When my turn

came to go up I was sure I would mess the tow up as I had not used the winch for well over a year or so, but up it went looking true and straight and I got off the towline quite cleanly losing a minimal amount of altitude, and then went about enjoying guiding the glider about until it was time to land. By now, there were a few of us milling around up there and it was good to see Pete Boyd flying his Pussycat. Long time member David Deane showed up also toting a Gentle Lady but having not flown, and by his own admission was “a bit rusty” the flight was short and eventful but no damage was sustained as far as I could see.

Our President Peter D bought along a stunning model a Wind Rider I think, but it had balance issues and came off the towline early into a stall and ended up in the paddock behind the flight line suffering only a bruised leading edge and Pete’s ego, that was Pete’s flying over for the morning.

Team Purdy arrived and set off flying using a bungy instead of the winch which gave a very steady even tow up to a decent height, but it all ended in tears when the bungy parted company and was loaded back in the car to be taken home for a rethink.

All in all a brilliant morning with good flying, and much teasing and banter going on. One thing for sure is that I will go to the next gliding day. I may even give my model a strip down and a recover to smarten it up , there was also talk of Ross P using his big foam cub for aero-tow as most gliders can be fitted with a tow release quite easily!! So watch this space..
Wayne Drinkwater.



Around The Pits

There has been some very good days of flying in May, especially in the mornings up to Mid May. However the Weather Witch was a bit short on accurate predictions of a clear day in the first week. She was intending to beat the former editor, Ross Mac to the field using her day to day transport.



Its good to see a spotter for each pilot on the flight line, which is of course a basic rule for all pilots. However the conversation going on between Pete and Ross is that Pete is asking for a go on Ross's Carbon Cub.

This is the second flight of the day and just out of shot is a Chiropractor instructing the pilots on pre-flight neck exercises.



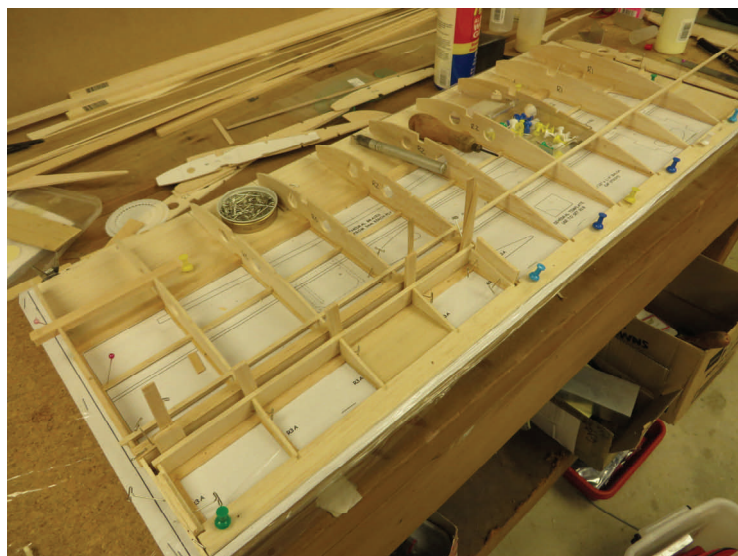


Obviously, Gliding is a very relaxing sport and should be done lying down, but you must also have a funny hat with an arm sticking out of it.

What's On The Board

I am looking for contributions from modellers out there in our club for “What’s On The Board” You can send me details and pictures of your projects to editor@hcrf.co.nz please.

John McGregor recently joined HCRF and like me is a keen builder of model aircraft. While he has built racing cars for many years he is now transferring his skills to the art of Aero Modelling and the art of spending cash on the hobby, which is fairly tough for an accountant.



RCM&E magazine October 2014 issue had a free plan for the Jocasta, Which is a 60 inch High Wing Trainer designed by Jim Newberry. John has the wing well underway and is progressing it well. There are some tricky bits in the wing assembly as it is made up of three sections. Two outer panels and a centre section above the cabin. The dihedral braces are only 1/4 by 3/16th ply and the design calls for fibre-glass tape over the joints, which is not pleasing to the eye. So John is following my learning curve as I have already built one of these. The change was to strengthen

the rib butt joints on the inside more effectively and add a bit more ply. The model has barn door ailerons, rudder and elevators, so with the throttle requires a 4 channel receiver. The flight characteristics are that of a trainer, albeit a big one. The big wings in comparison to the relatively light construction, do make it slightly susceptible to a puff of wind in a turn where the windward wing is already high. Having said that it rolls slowly and just needs a smidgen of down as it inverts and it will loop easily and straight without much effort.

The power system in my Jocasta, which John is going to pop into his one, comprises an NTM Prop Drive 35-48 900kv motor from Hobbyking with a YEP 80A ESC and a Hyperion 4s 4000mAh Lipo battery. Although in John's case I think its a Turnigy Zippy 4s 4000mAh.

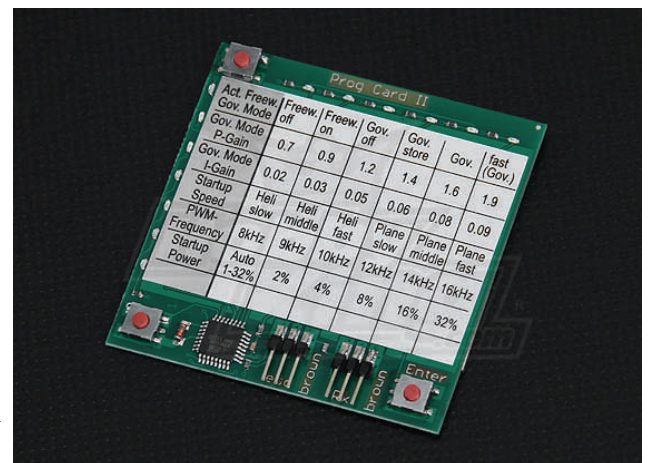
This aircraft has a large rudder and large elevators, both of which put a lot of stress on the servos. I used mid size Turnigy TGY-5310 servos for all surfaces and after less than 10 flights I had a "sudden" landing because the elevator servo had stripped its thin plastic gears. When I pulled the rudder servo out I found that was almost gone as well. So after spending tons of hours crafting my Jocasta I nearly lost it to a \$3.95 servo. I am now using full size metal gear servos for those surfaces.



This is my Jocasta and I am looking forward to seeing John's parked alongside it in the pits or better still up in the sky.

I mentioned above about the YEP 80A ESC and I am running those in all my aircraft. It could be because I found one I like and that I don't need or want to change. But one of the reasons is the programming of it.

I purchased the programming card for a smouldering \$5.84 USD. As you can see in the picture it is a PCB with three red buttons and two rows of LED's on the X and Y axis. If you are not familiar with X and Y axis you should have paid a wee bit more attention in school.



So it plugs into the ESC's BEC lead and then to the throttle channel on the Rx. Plug in your Lipo and simply press the top left button to move the top row of LED's and the same down the left with the bottom left button. If you are looking to set the startup speed to "plane fast" you need to light up the 6th column and the 4th row and hit the enter button. Its child's play, job done. No need to count out the beeps and twiddle your Tx sticks.

Notice there that I have used lots of abbreviations such as Tx, Rx, BEC, ESC, LED. Life is full of those but last week I was in a meeting and this Uni Student was waffling on about the subject in question using abbreviations for everything and I got a bit annoyed because I had no idea what she was on about. I asked her if she could tell me what DNA stood for. deoxyribonucleic acid she replied without hesitation. Nah, I said, it stands for "National Association of Dyslexics". That shut her up.

Back to John and his Jocasta wing.



This is his project after a fortnight of tinkering and I must say John is doing very well with it. He has a talent for accuracy (as all accountants do) and the three panels slid together perfectly.



The RCM&E Magazine from the UK pops out a free plan every month and John has also taken a fancy to the “Chapter One” that was in one of last years issues. This is a smaller high wing trainer but quite a lively one. However it is easier to fly than the Jocasta so John has put the Jocasta on hold for a few weeks while he knocks out a “Chapter Two”. Just in case you thought, hello a typographical error had occurred, No he is building the “Chapter Two”, which is similar to the Chapter One, but with an aileron wing and a bit less dihedral.

Awards Presentation

The AGM was held at the club rooms on the 2nd May and as with most AGM's I have attended the numbers were not great. It seems that a lot of members in clubs don't attend AGM's in case they get elected onto a committee or end up with a job to do. (But it may have been because something good was on the telly!)



However having said that our club does appear to be blessed with people that are not afraid to help the club along. Jim Hall for example is often seen astride the clubs 22 year old single blade lawn mower manicuring our beloved strip. Nigel Grace is often seen under it with a spanner, but not at the same time of course!. Then there are the BBQs and catering of the Twilights and open days where Nigel, Ross and Ngaire are the mainstays of the catering division. Not to let go unnoticed are those members behind the scenes like the Secretary/Treasurer Hayden Purdy and President Pete Denison (AKA Picnic Table Constructor). So bearing that in mind the "Committee" had to decide on the "Services to the Club" award and I am told just quietly that it was a tough choice.

Who got the gongs this year then? Pictured above Left to right:-

Ross McDonnell and **Ngaire Ladd** for services to the club.

Robert Berger for the "Most Improved Flyer".

Dave Kilsby "Craftsman Cup"

Norm Rogers "Best Crash of the Year". That's an oxymoron if I ever heard one. Shouldn't it be worst crash of the year. Anyhoo, check for yourself over the page.



Humpty Dumpty sat on the wall.
Humpty Dumpty had a great fall
All the Cyno and all the glue could
not Get Humpty out of the poo.

RIP Humpty.

Mid Year Christmas Luncheon



Well, with the weather closing in and winter biting, the English fraternity amongst us start thinking about Christmas. These are the ones that have not acclimatised to the Southern Hemisphere yet and still associate cold weather with Christmas. So to keep them happy we will be holding out Christmas Mid Year Luncheon at Valentines. But even if you are not a bonafide Northern Hemisphereite, Come and have lunch with us anyway.

Venue: Valentines Wairau Road, Glenfield.

Date: Sunday 26th June at Noon.

Ngaire (Social Secretary and practicing Weather Witch) will be ringing around to see if you and your families will be attending. Now would be a great time to check your diaries and book out that day.

Seniors (with gold card) \$24.90 — Adults (\$26.90)

Children 4 years to 6 years \$9.90 — 7 years to 10 years \$15.90

11years to 13 years \$18.90



Club Info

Web Site

www.hcrf.co.nz



Search, Hibiscus Coast Radio Flyers

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Whats Next?

- **Winch Gliding at the field.**
(First Saturday of every month)
Saturday 4th June. 8.30am until 12.00.
Saturday 2nd July. 8.30am until 12.00
- **Club Night.**
Monday 6th June at 7.30
Monday 4th July at 7.30
This is a good time to bring something (Aero-Modelling related) along to show us or just come and have a cuppa and a biscuit or two. or glean advice from the hundreds of combined years of knowledge floating about the room.
- **Thermal Thaw**
Sunday 19th June 11am onwards,
For more details, see page 5.
- **Indoor Flying.**
(3rd Sunday of the month)
Sunday 19th June. 7.30pm to 9.30pm
Sunday 17th July. 7.30pm to 9.30pm
This is held in the Hibiscus Coast Youth Centre 214D Hibiscus Coast Hwy (next to the Bowling Club) Orewa. We fly micro sized aircraft in a small hall and the idea is to not hit the walls or ceiling, but to make it interesting vertical pipes are set up to make difficult even more difficult. Mini Quads are also allowed and sometime RC Cars make an appearance. \$5.00 per pilot/driver.
- **Flying Days**
These are Saturday, Sunday and Wednesday every week, weather permitting.
Wainui Pony Club Field, Wainui Rd.
8.30am until noon.

June - July Calendar

Date	Day	Event	Where/When
4 June 2016	Sat	Winch Gliding	Wainui 8.30 am - 12.00 noon
6 June 2016	Mon	Club Night	Whangaparaoa Guide Hall 7-30 pm
19 June 2016	Sun	Gliding Thermal Thaw	Ambury Park 11 am
19 June 2016	Sun	Indoor Flying	H.B.C. Youth Centre 7.30 - 9.30 pm
26 June 2016	Sun	Mid Year Christmas Lunch	Sunday 26th June at 12 Noon
2 July 2016	Sat	Winch Gliding	Wainui 8.30 am - 12.00 noon
4 July 2016	Mon	Club Night	Whangaparaoa Guide Hall 7-30 pm
17 July 2016	Sun	Indoor Flying	H.B.C. Youth Centre 7.30 - 9.30 pm
1 August 2016	Mon	Club Night	Whangaparaoa Guide Hall 7-30 pm



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Adam has been flying for over 32 years now and working in a retail model shop for almost 21 years so is very happy to help people with any model projects, (Adam works Tuesday to Saturday) so come in and have a chat.

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