

Aerobat -

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



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COVER PHOTO

Henny Remks showing the manoeuvrability of his WACO Bipe. (That is unless I have got the photo upside down.)

The WACO Bipe seems to be becoming a club favourite.

H.C.R.F. Calendar 2016/17

Pony Club events Yellow highlight have now been confirmed by the pony club Sept 2016

Pony Club Rally days are every Tuesday afternoon at the field starting September 2016.

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

Date	Day	Event	Where/When
1 Feb 17	Wed	Twilight 3	Wainui 5-00 pm
4 Feb 17	Sat	Winch Gliding	Wainui 8.30 am - 12.00 noon
6 Feb 17	Mon	Club Night	Whangaparaoa Guide Hall 7-30 pm
8 Feb 17	Wed	Twilight 3 Rain Date	Wainui 5-00 pm
12 Feb 17	Sun	Wainui ODE	Wainui
22 Feb 17	Wed	Cross Country Practice Evening	Wainui
4 Mar 17	Sat	Winch Gliding	Wainui 8.30 am - 12.00 noon
6 Mar 17	Mon	Club Night	Whangaparaoa Guide Hall 7-30 pm
8 Mar 17	Wed	Twilight 4	Wainui 5-00 pm
22 Mar 17	Wed	Cross Country Practice Evening	Wainui
29 Mar 17	Wed	Cross Country Practice Evening	Wainui
1 Apr 17	Sat	Winch Gliding	Wainui 8.30 am - 12.00 noon
3 Apr 17	Mon	Club Night	Whangaparaoa Guide Hall 7-30 pm
22 Apr 17	Sat	Wainui Ribbon Day	Wainui All Day

From the Editors Desk



Thanks for all the great input people. It sure makes my job easier. I could do with a few more model and flying photos to enthuse club members and help me fill up pages. Keep it all coming.

The last twilight was a great success with everyone sharing the sky and mixing so well. The alcohol may have helped I suppose. Ngaire and I are both looking forward to the next one that is coming soon.

I don't know how your flying has been but up our way it has been very windy

At Christmas I had my nephew and his family over from America and managed to terrorise the neighbours in Waipu with a wondrous flying display. Although he flies mode two (poor misguided colonials,) he flew the Bee and the Witch very successfully. So successfully in fact he had us all hiding under the trailer as he did very low and fast high speed passes. Always was a show off that kid.

Well, all the best until next time.

Ross McDonnell
Editor

Where there's a will, I want to be in it

From the President's Desk

President's report January 2017

Happy New Year to you all for 2017
Hope you all had a great time with family and friends plus of course over the few weeks get some flying time.

Well with a little luck by the time your reading this summer will have arrived , just in case you've forgotten that means days and days of warm sea breezes with the odd cloud and lots of lift etc., but stop it Denison let's not rush things its only February let's have a little patience.

Richard at the time of writing has just managed to get the Hay cut etc. so the runway seems to have widened itself somewhat. Thank goodness we say to ourselves, even if we don't want to admit it. Well at least our undercarriages will last a lot longer. I must admit my ones will for sure.

Now that the hay has been cut and out of the way , we will soon be back having stock on the field - so it's back to normal folks "Both Gates Closed ". Remember our narrow road can be quite busy with heavy trucks etc. first thing in the mornings. So someone needs to man the outside gate until 9:00 at least to let the early bird rush of cars through quickly to stop them backing up onto the road .

Now for the fun stuff.
We have been lucky to obtain a couple of items this last few weeks John Clark managed to obtain 6 timber cable reels just the right size to assemble our models on. Our only cost was hiring a trailer.
Nigel Grace has made up lengths of aluminium tube that slide into each other with two types of end attachments. A brilliant, great and safe way to help retrieve our loved ones out of our magnetic trees.
Thank you lads it is really appreciated.

A couple of us went down to the nationals on the Thursday. An interesting trip the Pylon racing was quite spectacular in



the centre of the field with the Combat control line on one side and Helicopters on the other.

Down the road were a couple of chaps in the vintage power they were 1930 designs 10 minutes under power then 2 minutes to land on the mark or closest to it. The Soaring was quite some way off so as it was getting late decided to return home but it was worth the trip down for sure.

Our next twilight is just around the corner on the 1st February really looking forward to seeing you down there for a lovely evening get together along with our chief Chef on the BBQ Nigel !

OK folks lets get flying

Happy Landings

Pete Denison



We never really grow up... we only learn how to act in public.



Looking through the National results the following events popped up with some people you might know

Event 54 ALES Radian (Class P)					Event 57 FAI F3K				
Placing	Score	Club Point	MFNZ No	FullName	Placing	Score	Club Point	MFNZ	Full Name
1	2991.5	9.5	8002	Steve Warner	1	5000	10	9725	Joe Wurts
1	2991.5	9.5	7554	Kevin Botherwa	2	4962.9	9	3743	Peter William
3	2987.3	8	9725	Joe Wurts	3	4921.7	8	7156	Neal Moss
4	2961.7	7	10651	Ernst klein	4	4857.7	7	7554	Kevin Botherway
5	2944.6	6	11573	Robert Berger	5	4495.1	6	10280	Peter Glassey
6	2899.8	5	10860	Robert	6	4431.8	5	1692	David James
7	2680.7	4	1171	Mike Brigg	7	4256.4	4	8992	Andrew Hiscock
8	2675.9	3	3763	Tony Christiansen	8	4233.2	3	7294	Richard Thompson
9	2655.0	2	10280	Peter Glassey	9	3924.6	2	10245	Len Drabble
10	2580.2	1	1692	David Jame	10	3763.3	1	8002	Steve Warner
11	2382.6	0	8992	Andrew Hiscock	11	3309.5	0	2440	John Sutherlan
12	2162.8	0	7592	Bill DeRenzy					
13	2133.4	0	9668	Kerry Oakley					
14	1947.6	0	10338	DavidThornle					
15	1813.8	0	11838	Gary Powell					

Event 82 Intermediate Scale									
Placing	Score	Club Points	MFNZ	FullName	Placing	Score	Club Points	MFNZ	FullName
1	3161	10	3253	Andrew Palmer	6	2634	5	7152	Arjen Visser
2	2940.5	9	9097	Greig Stephen	7	2552.5	4	3439	Adam Butler
3	2908	8	8743	Scott Purdy	8	2341.5	3	10335	Larry Phillips
4	2843.5	7	1171	Mike Briggs	9	2170.5	2	10338	David Thornley
5	2679.5	6	5589	John Rodgerss	10	1280.5	1	10433	James Farrow

Reports from the nationals

Robert Berger My report... I was there. Day one rained until midday, Flying in scale got underway in the wind that replaced the rain at 1pm. Two rounds flown. Day two cold windy and drizzle other scale flown again. Also on day two went to see the vintage at the park down the road. It was just like an HCRF meeting with the planes laying about and a bunch of older folk drinking tea and coffee, which they supplied from their themos flasks as no catering at all was provided at the venue. Drove to the Soaring field that was trick because the written directions had the wrong road name on it. Ten minutes talking to the SIG Soaring bloke on the cell phone getting directions as we drove to the location finally got use there. Long grass, tons of wind and nothing in the air. Day three stayed home and did some plane building. End of report

Adam Butler 1st of Jan was my test fly day. Flew the new mosquito. 2nd was wet all day so about 7 trips to the warehouse where it was dry. 3rd was wet in the morning, flew 3 rounds of scale then off to imac. 4th was Scale in the morning then imac in the afternoon. Wayne Drinkwater & Debbie Butler came to visit. I got a bit sun burnt that afternoon. pylon racing on the 5th in the sun with light winds. Aggy that evening & the radian mass launch with 29? Electric models in the air at once. Then 2 days of pattern flying. Well that was my Nats. Back to work to recover now.

Aggy and the mass Radian launch in the evening. See the best bit of the Nats does happen in the evenings!

Knowledge is knowing a tomato is a fruit. Wisdom is not putting it in a fruit salad.

AROUND THE CLUB

Hi guys,

The WACO has become a very popular model at our club! Baz started it and I couldn't resist getting one :-)

Then Ian, Norm Burns, John Clark and Pete Denison got one as well.

They are a pleasure to fly and look great in the air. Some of us call them WACCO and others Pronounce it WAYCO :-)

Cheers,
Henny.



Well Jim, lucky it wasn't a new one.



Look, not a cup of tea in sight



Since light travels faster than sound, some people appear bright until you hear them speak.

HAVE YOU EVER LOST YOUR PLANE?

Information by Ross McDonnell

If you have ever lost your plane I bet you thought, "If I only had the GPS co-ordinates I could use my cell phone to find this!" The answer is simple and could only cost you around \$34.00 NZD delivered from "TradeMe".

The Global Mini Tracking Device GSM GPRS GPS is the answer.

Working Based on existing GSM/GPRS network and GPS satellites, this product can locate and monitor any remote targets by SMS or internet. The unit is only 64mm x 46mm 17mm and weighs 50g and has a GPS accuracy of 5m.



x

How it works

You install a SIM card like your cell phone that has a cell phone number. I.e. 0216664444 this will be the phone number of the tracer.

Text from your phone to the tracker "0216664444" the text "begin123456" (123456 is the pre-set password.) If successful, "begin OK" is texted by "0216664444" back to you phone.

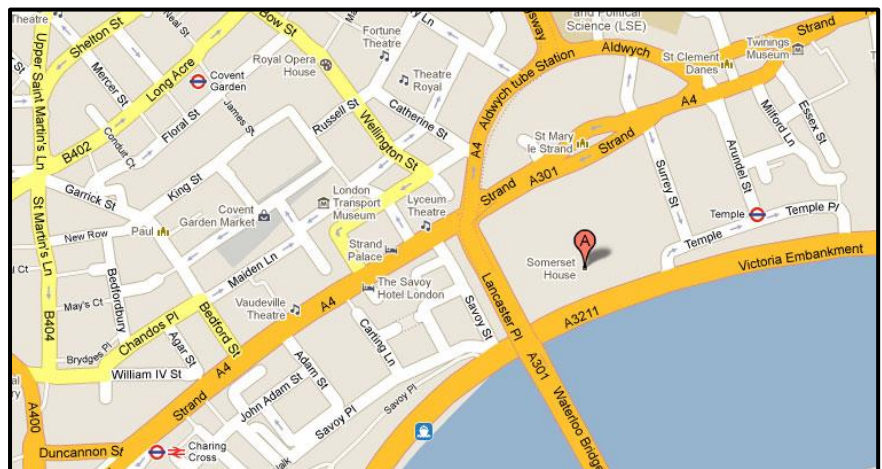
You are now ready to go

When an authorized number I.e. yours, dials up the unit, it will hang up and ring you back with a report a real-time Geo-info as below:

✉ **GPS TRACKER DEMO (15:04):**
lat:[22.553341](#) long:[113.903418](#) speed:000.00
T:24/05/11 11:16
[http://maps.google.com/maps?
f=q&q=22.553341,113.903418&z=16](http://maps.google.com/maps?f=q&q=22.553341,113.903418&z=16)

Those co-ordinates tell you exactly where your plane is, or was when you called it. (Plus or minus 5 meters.)

But wait there's more! If you have a smart phone and tap on the link <http://maps.google.com/maps?f=q&q=22.553341,113.903418&z=16> or whatever it sent you, it will automatically show you the Google map picture with a nice pointer of where your plane is. Don't forget you can have this picture in either map or satellite mode.



It also does heaps of other things but this is all you need to start with.

No need to ever lose that plane again and for less than \$35. Got to be a good investment!

You do not need a parachute to skydive. You only need a parachute to skydive twice.

Fees and things

Hi everyone,

Here's a copy of the MFNZ secretary's request as seen in Flyers World.

I have to agree with him wholeheartedly.

So PLEASE pay your fees before the end of March, it will make things so much easier for us financial people!

It will be much appreciated!

Cheers,
Henny
Your friendly secretary/treasurer :-)



Secretary's Desk

Des Richards

It amazes me the way members pay their subs. A large proportion are paid within the first two months then there is a constant flow over the next three months followed by an ongoing but reduced total each week. Not just new members but a fair number renewing six months into the New Year.

I belong to a few other National and International organisations and they have their subs in within six weeks of the renewal notice going out. What makes aero modellers take this approach? If anyone has the answer please enlighten me?

With interest rates falling we are working hard to get respectable returns on the money on term deposit. The bank is playing ball at the moment and we are maintain around three percent. Let's hope it continues.

In the last edition of the magazine we gave you the composition of the group working on producing a revised Constitution. When the group was planned, it was initially suggested that Barry Lennox might act as a writer or a reviewer. Subsequently, he has played no part in the production of the draft document in either role.

As I write this a possible insurance claim has just come in. A model verses power / telephone cables. It is similar to one that occurred in the south Auckland area a while ago. Preliminary advice is that we will not have any liability which is good news.

November 2016

Hibiscus Coast Radio Fliers Fees are due 31 March 2017

Type of Membership	HCRF Portion	MFNZ Portion	TOTAL
Senior	\$40:00	\$70:00	\$110:00
Family	\$40:00	\$75:00	\$115:00
Super-annuitant	\$35:00	\$70:00	\$105:00
Junior	\$20:00	\$20:00	\$40:00
Associate	\$40:00	Nil	\$40:00
New member joining fee	\$35:00	Ni	\$35:00

Fees are due by 31 March 2017

Fees can be paid by

Cash or check to club secretary or

Direct debit to xxx-xxx-xxx. (Please use **your name** and **NZMAA number** as reference.)

You're never too old to learn something stupid.

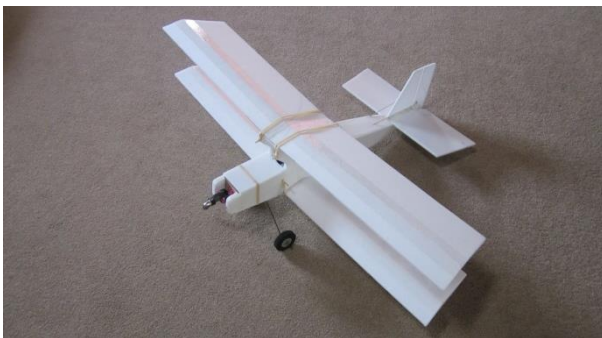
BUILDING A DEPRON BIPE

By Ray Wood

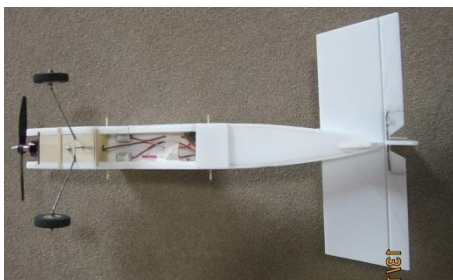
I recently 3 days in Cygnet, a small rural settlement approx. 1 hour drive from Hobart.

A good friend Dugald Campbell lives there and flies model aeroplanes so we have a lot in common. One of the first things to do was check out the work shop and find out what was under construction.

Dugald showed me a Depron biplane which was a development project with fellow flier John Keep. Both these people are enthusiasts who believe in RNR models (an abbreviation of rough and ready). All joking aside I was intrigued with this philosophy. Basically it is the opportunity to develop an understanding of aerodynamics and the opportunity of testing your own theories, as most models are considered disposable and cost very little foam models are the most popular. IF IT WORKS GREAT. IF NOT, WHY NOT? The main purpose is to analyse and learn.



The model I am referring to was designed and test flown by John Keep. He based his design on an old vintage model 'PETE', a stick and tissue structure, very pretty and very fragile. Could a similar model be made from foam? –Yes.



Fuselage no problem but wing is something else. Problem solved by using a Jedelsky design. It is old

technology, it looks crude but it works. I referred to the internet to find out more about Erich Jedelsky but all information in German which I cannot understand, however he was born in 1923 and died in 2000.



The early flights of John's model were encouraging and as with all new designs some modification is required. The original had elliptical wings which looked pretty but lacked sufficient area. Nose weight was also needed.



Armed with this knowledge I was given templates to assist with my own version.

My box of old 6mm Depron yielded sufficient to build this model.

When the big day arrived for a first flight the wind was up about 15kn, not ideal but luckily the grass in the paddock was nearly knee high.

Light plane, long grass not much chance of damage. OK let her go ---Wow !!!---It flies no

Artificial intelligence is no match for natural stupidity.

problems. I'm impressed, on the phone to Tasse
– Plane flies beautifully, no adjustment necessary!!

Subsequently I have reduced the rudder area and am now trailing a smaller prop.



Specifications

Flying weight ---17.6 oz. (498gm)
Wing area ---354 sq. Inches
Wing loading ---6.6 oz. / sq. foot
Motor---2210 1650kv
Prop ---6x4
Battery ---3 cell lipo



SO WHAT DID I LEARN FROM ALL THIS.

1. Dacron is not available in NZ.
2. You don't need to have an expensive model to have fun.
3. Decalage---Had to refer to the internet. It relates to the incidence of the top wing of a biplane and is $1 \frac{1}{2}$ degrees and the lower wing is 0 degrees.
4. Glue gun –The cheap \$15 --\$30 low temperature guns are useless for running a long bead. John has a very nice Bosh battery operated gun but I have not been able to find one in NZ. Bunning's do have a similar gun made by OZITO cost \$40.



If at first you don't succeed, redefine success.

Last thoughts



U.S. Air Force B-52 bomber. I think we would need to upgrade the runway and probably the rest of the country to fly this in New Zealand.

My mind's made up, don't confuse me with facts.