

# Aerobat



Issue Number 11

August 2011

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

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# AEROBAT

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OCTOBER 2011

## INSIDE THIS ISSUE:

From the Editor's Desk	2
Notices From the Editor's Desk	3
Cab Driver	3
Idle Thoughts of a Wander-ing Mind	4
Modeller & His Babe	5
A Bit Cheeky	5
Kulula Air	6-9
Guess That Plane	10-11
"Chin-glish"	12
No Words...	12
September Gliding Competition	13
Club Calendar	14

## From the Editor's Desk...

Hello & welcome to the October edition of the 'Aerobat' - you may notice that on the cover of this month's magazine is a picture of Brian Leeves's 'Ethereal Lady' stuck in a ditch at the Blackfeet vintage day from earlier this year. Every time I see Brian I get nagged to put this picture in the magazine, and whenever I do the magazine I forget! Anyway, it has pride of place on the front page this time - and bellow, so enjoy Brian!

I you haven't seen me lately, it's probably because I'm buried waist-deep in a pile of text books, yes that's right, exams are here! Oh joy!

Looking forward for the exams to finish (and some nice weather...), so I can get some practice flying. It's been a while!

In this edition of the Aerobat there are some great photos sent to me by Henny Remkes of ingenious aircraft paint schemes, and some 'Chin-glish" collected from HobbyKing manuals sent to me by Wayne Drinkwater.

Anyway, that's about all for now - until next time..



*Scott fishes out Brian's Ethereal Lady at the Blackfeet vintage day.*



*Hayden Purdy*

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# Notices from the Editor's Desk...

## Aerobat via Email

The Aerobat is now being sent out as either an Email or as a hard copy. If you received your copy as a hard copy and want it as Email, please send an Email to [ngaireross@xtra.co.nz](mailto:ngaireross@xtra.co.nz) with the subject as Aerobat.

## Christmas Lunch



Christmas Lunch  
 Sunday 20 November 2011  
 Valentines Wairau Road  
 Starts at noon  
 Adults \$25.90 per head  
 Children 2-13 years \$1.50 per year



**Contact Social Secretary - Ngaire Ladd, Phone (09) 426 0840**

## Cab Driver

*Last Wednesday a passenger in a taxi, heading for Salford station, leaned over to ask the driver a question, and gently tapped him on the shoulder to get his attention.*

*The driver screamed, lost control of the cab, nearly hit a bus, drove up over the curb and stopped just inches from a large plate glass window. For a few moments, everything was silent in the cab.*

*Then, the shaking driver said, "Are you okay? I'm sorry, but you scared the daylight out of me." The badly shaken passenger apologized to the driver and said, "I didn't realize that a mere tap on the shoulder would startle someone so badly." The driver replied, "No, no, I'm the one who is sorry, it's entirely my fault. Today is my very first day driving a cab. I've been driving a hearse for 25 years."*



# Idle Thoughts of a Wandering Mind

I planted some bird seed. A bird came up. Now I don't know what to feed it

---

I had amnesia once...or twice

---

I went to San Francisco. I found someone's heart. Now what?

---

Protons have mass? I didn't even know they were Catholic.

---

All I ask is a chance to prove that money can't make me happy

---

If the world were a logical place, men would be the ones who ride horses side-saddle.

---

What is a "free" gift? Aren't all gifts free?

---

They told me I was gullible and I believed them.

---

Teach a child to be polite and courteous in the home and, when he grows up, he'll never be able to merge his car onto the freeway.

---

Experience is the thing you have left when everything else is gone.

---

One nice thing about egotists: they don't talk about other people.

---

My weight is perfect for my height - which varies.

---

How can there be self-help "groups"?

---

If swimming is so good for your figure, how do you explain whales?

---

Show me a man with both feet firmly on the ground, and I'll show you a man who can't get his pants off.

---

TODAY IS THE OLDEST YOU'VE EVER BEEN, YET THE YOUNGEST YOU'LL EVER BE, SO ENJOY THIS DAY WHILE IT LASTS!

# Modeller & His Babe



**Now I know why we have that cart at the field.**

*(And I thought it was to carry out flight boxes... Ed)*

## A Bit Cheeky...

### **The Frozen Crabs and the Blonde Stewardess**

A lawyer boarded an airplane in New Orleans with a box of frozen crabs and asked a blonde stewardess to take care of them for him. She took the box and promised to put it in the crew's refrigerator. He advised her that he was holding her personally responsible for them staying frozen, mentioning in a very haughty manner that he was a lawyer, and proceeded to rant at her about what would happen if she let them thaw out.

Needless to say, she was annoyed by his behavior.

Shortly before landing in New York, she used the intercom to announce to the entire cabin, "Would the gentleman who gave me the crabs in New Orleans, please raise your hand?" Not one hand went up ... so she took them home and ate them.

Two lessons here:

1. Lawyers aren't as smart as they think they are.
2. Blondes aren't as dumb as most folks think

# Kulula Air

## And have a read about their Customer Relations.

Kulula is an Airline with head office situated in Johannesburg.

Kulula airline attendants make an effort to make the in-flight "safety lecture" and announcements a bit more entertaining. Here are some real examples that have been heard or reported:

On a Kulula flight, (there is no assigned seating, you just sit where you want) passengers were apparently having a hard time choosing, when a flight attendant announced, "People, people we're not picking out furniture here, find a seat and get in it!"

---

On another flight with a very "senior" flight attendant crew, the pilot said, "Ladies and gentlemen, we've reached cruising altitude and will be turning down the cabin lights. This is for your comfort and to enhance the appearance of your flight attendants."

---

On landing, the stewardess said, "Please be sure to take all of your belongings. If you're going to leave anything, please make sure it's something we'd like to have."

---

"There may be 50 ways to leave your lover, but there are only 4 ways out of this airplane."

---

"Thank you for flying Kulula. We hope you enjoyed giving us the business as much as we enjoyed taking you for a ride."

---

As the plane landed and was coming to a stop at Durban Airport, a lone voice came over the loudspeaker: "Whoa, big fella. WHOA!"

---

After a particularly rough landing during thunderstorms in the Karoo, a flight attendant on a flight announced, "Please take care when opening the overhead compartments because, after a landing like that, sure as hell everything has shifted."

---

From a Kulula employee: "Welcome aboard Kulula 271 to Port Elizabeth. To operate your seat belt, insert the metal tab into the buckle, and pull tight. It works just like every other seat belt; and, if you don't know how to operate one, you probably shouldn't be out in public unsupervised."

---

"In the event of a sudden loss of cabin pressure, masks will descend from the ceiling. Stop screaming, grab the mask, and pull it over your face. If you have a small child travelling with you, secure your mask before assisting with theirs. If you are travelling with more than one small child, pick your favourite."

---

Weather at our destination is 50 degrees with some broken clouds, but we'll try to have them fixed before we arrive. Thank you, and remember, nobody loves you, or your money, more than Kulula Airlines."

---

"Your seats cushions can be used for flotation; and in the event of an emergency water landing, please paddle to shore and take them with our compliments."

---

"As you exit the plane, make sure to gather all of your belongings. Anything left behind will be distributed evenly among the flight attendants. Please do not leave children or spouses.."

---

And from the pilot during his welcome message: "Kulula Airlines is pleased to announce that we have some of the best flight attendants in the industry. Unfortunately, none of them are on this flight!"

---

Heard on Kulula 255 just after a very hard landing in Cape Town. The flight attendant came on the inter-com and said, "That was quite a bump and I know what y'all are thinking. I'm here to tell you it wasn't the airline's fault, it wasn't the pilot's fault, it wasn't the flight attendant's fault, it was the asphalt."

---

Overheard on a Kulula flight into Cape Town, on a particularly windy and bumpy day: During the final approach, the Captain really had to fight it. After an extremely hard landing, the Flight Attendant said, "Ladies and Gentlemen, welcome to The Mother City. Please remain in your seats with your seat belts fastened while the Captain taxis what's left of our airplane to the gate!"

---

Another flight attendant's comment on a less than perfect landing: "We ask you to please remain seated as Captain Kangaroo bounces us to the terminal."

---

An airline pilot wrote that on this particular flight he had hammered his ship into the runway really hard. The airline had a policy which required the first officer to stand at the door while the passengers exited, smile, and give them a "Thanks for flying our airline. He said that, in light of his bad landing, he had a hard time looking the passengers in the eye, thinking that someone would have a smart comment. Finally everyone had gotten off except for a little old lady walking with a cane. She said, "Sir, do you mind if I ask you a question?" "Why, no Ma'am," said the pilot. "What is it?" The little old lady said, "Did we land, or were we shot down?"

---

After a real crusher of a landing in Johannesburg, the attendant came on with, "Ladies and Gentlemen, please remain in your seats until Captain Crash and the Crew have brought the aircraft to a screeching halt against the gate. And, once the tire smoke has cleared and the warning bells are silenced, we will open the door and you can pick your way through the wreckage to the terminal.."

---

Part of a flight attendant's arrival announcement: "We'd like to thank you folks for flying with us today.. And, the next time you get the insane urge to go blasting through the skies in a pressurized metal tube, we hope you'll think of Kulula Airways."

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Heard on a Kulula flight. "Ladies and gentlemen, if you wish to smoke, the smoking section on this airplane is on the wing.. If you can light 'em, you can smoke 'em."







# Guess That Plane...

Congratulations to Alan Ladyman for correctly guessing the last "Guess That Plane" - it is indeed a Republic RC-3 Seabee. It is an all-metal amphibious sports aircraft designed by Percival Spencer and manufactured by the Republic Aircraft Corporation.

The RC-3 Seabee was designed by Percival Hopkins "Spence" Spencer, an aviation pioneer who built his first hang glider in April 1911. At the time he was 17 years old and constructed it from plans he found in a "Popular Mechanics" magazine. On May 15, 1914, Spencer made his first powered flight in a Curtiss flying boat. In 1937 he joined Sikorsky engineer Vincent A. Larsen to design their first, and only, amphibious aircraft, the Spencer-Larsen SL-12C. Development of the plane progressed slowly and in September 1940 Spencer left the partnership to form his own company. His resulting design was the Spencer S-12 Air Car Amphibian. Construction of the S-12 began on 1 March 1941 and the small, two seat S-12 prototype, registered NX29098, made its first flight on August 8, 1941. The S-12 was a fabric covered amphibian with a unique boxlike forward cabin, a high wing with a two bladed propeller in pusher configuration and a long, slender tail boom.

In December 1941 Spencer put the Air Car into storage and joined the war effort as a test pilot for the Republic Aircraft Corporation. By 1943 he had flight tested 134 of the company's P-47 Thunderbolts.

In April 1943 Spencer left Republic Aircraft to join the Mills Novelty Company of Chicago, Illinois who wanted to use his Air Car to promote their company. Spencer used the company's wood forming equipment to build a new egg-shaped cabin for the Air Car and began demonstrating the aircraft to his former employers, Republic Aircraft. Seeing the potential of the Air Car as the perfect sports plane for pilots returning from the war, Republic purchased the rights to the Air Car in December 1943 and immediately began development of an all-metal version designated the Model RC-1 Thunderbolt Amphibian. On November 30, 1944 the first RC-1 Thunderbolt Amphibian, registered NX41816, made its first flight with Spencer at the controls.

The aircraft was displayed in St Louis, Missouri in December and by the end of 1944 Republic had received 1,972 civilian orders for the \$3,500 airplane. The aircraft was also demonstrated to the U.S. Navy and Army Air Corps. Both services were impressed with the design and on February 19, 1945 the Navy granted Republic Aviation the rights to use the name Seabee for the civilian version. The Army placed a large order for the aircraft, to be used for air-sea rescue operations under the designation OA-15. In September 1945, following VJ Day, both the Army and Navy cancelled their orders, which by that time totalled over \$20,000,000. The OA-15 Seabee was the last United States Army Air Corps aircraft to use the OA designation, which was dropped when the US Air Force was formed as a separate military branch in 1947.

Military operators included the Israeli Air Force Paraguayan Navy, the United States Army Air Forces, and South Vietnamese Air Force.

In order to meet the anticipated post-war demand for civilian light aircraft, Republic endeavoured to build the Seabee as inexpensively possible, while still retaining reasonable performance and range. A lot of thought went into eliminating what were at the time termed as 'airplane frills,' resulting in a strong



RC-3 Seabee



Interior of a RC-3 Seabee



Modified 'Twinbee' - Note the two forward mounted engines

product built with as few parts as possible. For example, Seabees as built did not have ribs in the wings; instead, the heavy corrugated aluminium sheet which formed the skin provided the necessary stiffness. Republic was also willing to buy components in volume, which lowered costs further.

On November 22, 1945 the prototype RC-3 (NX87451) came off the assembly line at Republic's factory in Farmingdale, New York, and on December 1 made its first flight in Farmingdale with Spencer at the controls.

On December 27, 1945 Republic Aviation purchased Air-cooled Motors, manufacturers of the Franklin engine, to supply and build engines for the RC-3 Seabee.

In March, 1946 the first production RC-3 Seabee was completed (NC87457, formerly NX87457), and on July 25, 1946 the first Seabee (NC87463, production #13) was delivered at the Republic factory to J.G. (Tex) Rankin of Rankin Aviation Industries of Tulare, California.

In the late 1940s aircraft manufacturers hoped that military pilots returning from the war would want to continue flying civilian aircraft for pleasure and sport. This never occurred to the extent the companies imagined, as most wartime pilots returned home never to fly again. As a result many small and optimistic aircraft companies appeared, then quickly disappeared in the immediate post-war years.

On October 4, 1947 Republic Aviation Corp. announced that it was discontinuing production of the RC-3 Seabee amphibian for the personal plane market. Republic President Mundy I. Peale stated: "Due to the need of all Republic's production facilities for the manufacture of other types of airplanes, the company has decided to discontinue production of the Seabee". Actually, by summer 1947 the Seabee sales had almost stalled and since June 1947 the production had been put on hold, awaiting further sales. By the end of production a respectable 1,060 Seabees had been built. Though this was far from the 5,000 Seabees per year Republic had hoped to sell, it still represented a significant number of airplanes compared to other struggling aircraft companies of the same era. Only Piper, with their cheap, long-lived Cub and Super Cub, Beech's popular Bonanza, and Cessna's early 140 and 150 light planes would sell in numbers greater than the Seabee. This was due in no small part to the very low price of the Seabee. During production, however, the price of the Seabee would rise from its original \$3,500 to \$4,495 effective July 15, 1946, and to \$6,000 on November 15, 1946, which was still a remarkable bargain for a four-seat all-metal amphibian aircraft. Republic sold its last new Seabee in 1948. By that time the demand for civilian aircraft had shown itself to be far less than anticipated, and the company turned its attention back to military contracts, developing the successful F-84 Thunderjet, which was built on the same assembly lines formerly used to build the Seabee.

Here's this month's plane anybody care to tell me what it is? Bonus points for those who tell me who's it was, and why.

Enjoy!

*Ed'*



# “Chin-glish”

As most of you know I'm a Hobbying enthusiast, and credit to them, most of the planes do fly after a bit of tinkering.



Anyway I have started to collect snippets of "chin-glish" from the various instruction (???) manuals that accompany the models, there are some absolute howlers here are some of my favourites.

*"we are not responsible for all troubles caused by your inevitables during your misoperation. So pay your all out caution to the safety"*

*"if the waving chips angel of the indicator on the radio control is more than 45 please dont fly"*

*"tear off double sides tape and fix polite to the seat"*

*"when model is cruising,please adjust the adjusting bar to top,you can miss the manual control"???????*

*"During your flight if the wind gets stronger you may fly away and be difficult to land where you want to,in such case make emergency landing and wait until the wind gets falling down"*

*" if model climbs up mush higher than you want to you may descend by committing corkscrew drive"*

So there you go, just a few of the good ones. I have left all the spelling mistakes in just as they appear.

*Wayne*

# No Words...



# September Gliding Competition

A competition with a difference. This month's competition concentrated on the biggest problem for most competitors, landing. (Except for Ross of course, who once got 100 points, they tell me. *Ed*!) The competition consisted of four rounds with one being the "throw away round."

## Each round had;

- A 1 minute flight, with each second giving you 1 point - so that 60 points was maximum for this part. No points were lost for over time.



As most pilots landed short in competitions it was decided that landing points would be awarded as follows;

- The spot landing was divided in half with the down wind half getting points as shown on the tape. The up wind half of the circuit got 3 times the points shown.

For a simple competition it was surprisingly hard. Not only was the spot landing on the upwind side difficult but the whole area had fantastic lift and it was hard to give up the lift and concentrate on landing.

## Results

- |                 |                |
|-----------------|----------------|
| 1 <sup>st</sup> | Bryan Leeves   |
| 2 <sup>nd</sup> | Ross McDonnell |
| 3 <sup>rd</sup> | Nigel Grace    |
| 4 <sup>th</sup> | Jim Hall       |

All in all a great day for gliding.

*Ross McDonnell*

# Club Calendar

## October

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				

**Schedule of Events:**

**October 2011**

- 3<sup>rd</sup> - Club night
- 5<sup>th</sup> - Twilight (Rain date)

## November

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		

**Schedule of Events:**

**November 2011**

- 6<sup>th</sup> - Springhill Visit
- 7<sup>th</sup> - Clubnight
- 20<sup>th</sup> - Christmas Lunch
- 26<sup>th</sup> - HBCRF Gliding Competition
- 30<sup>th</sup> - Twilight

Day	Month	Day of Week	What?	Where?
3 <sup>rd</sup>	October	Monday	Clubnight	Whangaparaoa Guide Hall
5 <sup>th</sup>	October	Wednesday	Twilight (Rain date)	Wainui
6 <sup>th</sup>	November	Sunday	Springhill Visit	Spring Hill
7 <sup>th</sup>	November	Monday	Clubnight	Whangaparaoa Guide Hall
20 <sup>th</sup>	November	Sunday	Christmas Lunch	Valentines
26 <sup>th</sup>	November	Saturday	HBCRF Gliding Competition	Wainui
30 <sup>th</sup>	November	Wednesday	Twilight	Wainui
5 <sup>th</sup>	December	Monday	Clubnight	Whangaparaoa Guide Hall
7 <sup>th</sup>	December	Wednesday	Twilight (Rain date)	Wainui