Aerobat -

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of the
Hibiscus Coast Radio Fliers Club

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COVER PHOTO

A 1 to1 scale version of Nigel Grace's latest project.

See article of his Pietenpol Sky Scout In "Nigel's Shed."

Draft H.C.R.F. Calendar 2017 - 2018

Pony Club events Yellow highlight will not be confirmed by the pony club until Aug/Sept 2017

Pony Club Rally days are every Tuesday afternoon at the field starting September 2017.

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

Date	Day	Event	Where/When
2 Oct	Mon	Club Night	Whangaparaoa Guide Hall 7-30 pm
4 Oct	Wed	Twilight 1	Wainui 5-00 pm
7 Oct	Sat	Winch Gliding	Wainui 8.30 am - 12.00 noon
11 Oct	Wed	Twilight 1 Rain Date	Wainui 5-00 pm
4 Nov	Sat	Winch Gliding	Wainui 8.30 am - 12.00 noon
6 Nov	Mon	Club Night	Whangaparaoa Guide Hall 7-30 pm
18 Nov	Sat	Show Hunter Clinic	Wainui all day
19 Nov	Sun	Christmas Lunch	To be advised 12 Noon
22 Nov	Wed	Twilight 2	Wainui 5-00 pm
29 Nov	Wed	Twilight 2 Rain date	Wainui 5.00 pm
2 Dec	Sa	Winch Gliding	Wainui 8.30 am - 12.00 noon
4 Dec	Mon	Club Night	Whangaparaoa Guide Hall 7-30 pm
10 Dec	Sun	Visit from Spring Hill Club	Wainui 8.30am

From the Editor's Desk

Life's still good in Mangawhai!

The spring has sprung, the grass has ris, I wonder where the dammed transmitter is.

We have now moved into our new house and I can't seem to find a thing. It's like when you tidy up only worse. Mind you it is nice to be in the new place and now feel truly at home. The workshop setup is next on the list.

As you can guess I have not been doing much flying but hope to get into it with a vengeance very soon.

Got a new set of FPV (First Person Video,) goggles with auto head tracking. Can't wait to be able to look over the side and around as I am flying. Will be just like the real thing but not as boring.

I want to build a big slow stable observation ship. Ideally it will have a pusher prop so it doesn't get in the way of the video. Automatic return to home would also be a great feature in case I get lost. Well enough dreaming, back to work

Ross McDonnell
Editor

"Dammit I'm mad," backwards is "Dammit I'm mad."

From the President's Desk

Greeting All,

Hope you all managed to keep warm and dry over this last couple of months

But really we haven't lost many days flying have we? Probably pushing it a little saying that. I'm also including the time spent sitting around with the rest of the lads drinking coffee and having a good old chat between showers.

Photo by Henny Remkes

With no new dragons on the horizon the sky is again clear!

Note the massive amounts of lift.

You just have to see this in colour. Look at the aerobat on www.hcrf.co.nz

Note the Bee climbing for Africa!

The wind up to 15 knots is not too much of a problem as most of us now have models that can take it, so it's quite enjoyable. What about the mud? Well at least its shock absorbing when we have a crash. Just take a spade to dig the models out, usually in one piece - always look on the bright side as the song goes :-)

Thought getting serious, won't it be nice when the nice warm sunny days arrive and the runway has dried out again. Nigel's made a towing bracket for the mower so we can roll the bumps etc out of the runway. Unfortunately as it's so wet we can't see it happening before our first Twilight on the 4th October. That's, as I'm writing this, only a couple of weeks away.

Ok that's about it from me folks, fingers crossed and pray to our weather witch for a lovely evening for our Twilight.

Happy landings

Pete

If Christmas falls on a Friday let's hope it's not the 13th.

Blast from the Past — The Super Bee!

Gerry Yarrish Featured News Comments in Model Aeroplane News

Just about everyone has heard of the Lazy Bee. Designed by Andy Clancy, this sport flying, very short coupled airplane has been around for decades. Recently we published Andy's latest design in the Bee line (the multi-motored Bee Liner) in the November 2017 issue of MAN. In the article we featured a sidebar story about a really big Bee, an idea for a man-carrying version, by Budd Davisson (Editor in Chief of Flight Journal). Since none really existed, except in Budd's head, we went back into the MAN archives to find the biggest RC version of the Lazy Bee, the Super Bee!

While not a man-carrying version, this super giant scale the Super Bee is about as close as you can get. Kirby McKinney's super giant-sized Lazy Bee was built in a team effort with Mark Davidson and like the original Lazy Bee, it has only throttle, rudder and elevator control, no ailerons. And it flies great!

Kirbee1The wingspan is 17 feet and the chord is 56 inches. The elevator and stabilizer are 8 feet long. Mark built the plane originally called the Super Bee with Kirby and then rebuilt the plane after Kirby's passing and to honour him, and renamed it the KirBee

First flown in 2009, it was powered an Air Hobbies 9.8ci twin cylinder engine, and was a favourite at the Joe Nall Giant Scale Fly In for years. It weighs 80 pounds and is now hanging in the main hangar at the Triple Tree Aerodrome.

(Photos courtesy of Laura McKinney.)

I would like to slip into something more comfortable —like a coma.

Henny Remkes's new FMS F16

This is what it will look like.

High speed, flying speed 120+ KPH.

Wingspan: 780mm (30.7 in)
Length: 1230mm (48.4 in)
Flying Weight: 1000g (35.3 oz)
70mm Ducted Fan
Outrunner Brushless Motor

It"s Prize time!

Recognize the club member in this photo and you could win a prize donated by C.A.A.N.Z.

The Editor would be grateful to receive any photos of members for future competitions.

Of course you realize you won't receive anything of value from C.A.A.N.Z. or in fact anything at all from C.A.A.N.Z. but we all live in hope.

If at first you don't succeed, destroy all evidence that you tried.

From Nigel's shed

This is my latest project a Pietenpol Sky Scout. This plane was one of two aircraft designed by Bernard Pietenpol in the USA around 1930. One called an Air Camper which had two seats and powered by a Ford Model A engine and the Sky Scout a single seat aircraft powered by a Ford Model T engine which is the one I'm building.

I purchased the short kit from Kit Cutters Australia which gave me all the wing ribs, fuse sides and bulkheads. The full length 1" x 5/16" wing spars are Alaskan Yellow Cedar about 10% the cost of Spruce.

The main reason for building this aircraft as to find a home for my OS FS-60 open rocker engine. I got this engine off E-Bay brand new and un-run still in the box.

Plane is 1/4 scale with a wingspan of 81", Colour scheme will be black fuse with red wings and red wheels.

HEY YOU, WEIGHT A MOMENT!

I haven't made a spelling mistake - -- Now have I got your attention???

Weight is important in aircraft design and construction, especially flying models.
A lot of us have been seen spoken to Des Abercrombe regarding his very successful OSG foam board electric glider. The model is best described as basic but clever. To get similar performance you must pay attention to the selection and use of construction material and electronics.

The single sheet glider originated in the U.S.A. There are few rules, which when you study them can be very challenging. Basically the model is constructed from one sheet of 20" x 30"foamboard. Details of the basic design are given on the internet, but you are at liberty to design what you want -pretty soon you will find that any modification creates a problem elsewhere - great for pondering. The American's claim you can build this model with an all up weight (without battery) of 7oz, Des managed 8.78oz but I only managed 13.05oz. Why the difference? The answer is weight?

Des used foam board from Ikes Emporium and removed the paper covering while I used 5mm foam board from Gordon Harris and left the paper on. Norn Burns tells me that paper and adhesive on foam board just about weigh the same as the foam core. My sheet of foam board weighed 6oz Possibly I could have saved 3oz if I had stripped it off.

You can see that my plane was not going to be as successful as Des's in calm gliding conditions. However I have enjoyed the journey of transforming my model into something else and I am pleased with the result.

The moral of this story? If your model does not fly well, find out why and then make changes if possible, do not just toss it away unless it is impossible to achieve your goal.

MY MODIFICATIONS
The original design has a wing area of 300sq ins = 2.0sq/ft, all up weight of 9oz equals a wing loading of 2.03oz /sq ft.
Most 2mtr gliders eg Gentle Lady, Pussy Cat, Spirit manage 6oz/sq/ft. SEE WHAT I MEAN

My now extensively modified OSG is vastly different. It will never be as good as Des is with his model in light wind but my guess is mine will handle wind better. My all up Weight is 21.8oz Wing area 410sq/in = 2.885sq/ft Wing Loading 7.3Sq/ft.

Without going into to much detail it is prudent to weigh everything before you start. That should tell you if you can make the target.
The following list will illustrate what I mean.

Foamboard	6oz
Battery 1000 MA	2.45oz
Spead control	0.7oz
Receiver	0.2oz
2x500GM Servo	0.6oz
Prop 6x5.5 And saver	0.3oz
Motor 2000KV	1.09
2x Push Rod	0.3oz
Glue/Tape/Balsa	1.50oz
TOTAL	15.55oz

ENOUGH MATHS-----WHAT ABOUT FLYING

1ST-Flight-Unmodified model-Insufficient power-could maintain level flight only- 1400KV Motor not suitable.

2nd Flight –Changed motor to 2000KV Plenty of power but difficult to turn.

3rd Flight-Have cut wing in half-glued with dihedral –turns better but drops wing in turns.

4th Flight-Have added 2'' to wing trailing edge-This is better but twitchy on elevator.

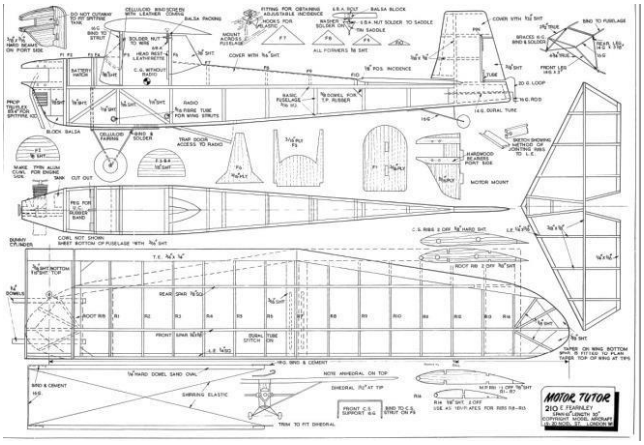
5th Flight-Made new tail plane with relative area to wing of 20%-Lot better, good control and reasonable glide.

IM FINALLY HAPPY
Ray Wood.

I never travel without my diary. One should always have something sensational to read in the train.

Slingsby Kirby T.8 Motor Tutor and me trying to be smart.

By Ross McDonnell



I thought I would be smart and write an article about how easy it would be to turn this model into a real flying plane. Seeing the Kirby Motor Tutor photos I thought that would be a good subject.

I mean it wouldn't have to be that big. I reckon somewhere about 12 meters and even I could fit into it. I could build the whole plane in the garage, and it would only need 25 or 30 HP motor.

Well I thought this sounded like fun so I started to look it up on the world repository of all human knowledge, "GOOGLE," and found photos like this

Dam a 1 to 1 scale model has already been built, and one of them has even got the same registration number. Looks like someone beat me to it by about 69 years. Nobody told me it was a Slingsby Kirby Motor Tutor. I would have recognised the Slingsby.

It just goes to show though, if you want to do your first scale model, maybe vintage could be the way to go.

Around the club

Das Stick Thing.
Fly's well and very very robust.

Mud,Mud, Glorious Mud.

Who would have thought? This was only an 049 before it was planted at the end of last summer.

Despite the cost of living, have you noticed how popular it remains?