

Aerobat



April/May 2014

Issue Number 7 Volume 4

Web site

www.hcrf.co.nz

Facebook

Hibiscus Coast Radio Fliers

Committee contacts

President

Wayne Drinkwater
president@hcrf.co.nz
(09) 426 8584

Secretary/Treasurer

Hayden Purdy
secretary@hcrf.co.nz
(09) 427 5906

Club Captain

Nigel Grace
clubcaptain@hcrf.co.nz
(09) 420 3182

Social Secretary

Ngaire Ladd
socialsecretary@hcrf.co.nz
(09) 4260840

Frequency Officer

Jim Hall
jimh.geo@clear.net.nz
(09) 426 1478

Editor

Ross McDonnell
editor@hcrf.co.nz
(09) 4260840

Cover Picture

Model is The Purdy's
Boomerang Elan

Wingspan 2.133M,
Dry weight 8kg,
Turbine Behotec J-66 9.8kg thrust @
120,000rpm,
Fuel 3.7L of Jet A1+5% oil
Radio Futaba Tx 14SG, Rx R6014HS
Batteries - 2 * 2500mAh for Radio,
4600mAh NiMH for Turbine ECU and
fuel pump
Servos - 9 * High Torque Digital
Retracts + brakes JET-1A pneumatic

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From the Editors Desk



Its that time again when everything needs to be done, or so it seems

Lots and lots of events happening and all clubs vying for time slots. So far this summer I have been to open days, jet meets, fun flies and of course the Nats.

Our open day was fantastic. Thanks to everyone for doing their bit and a special thanks to the Weather Witch for the great day.

Thank to all members for putting up so many posters. It was good to see them everywhere I went. It just shows what a small club can do if we all do just a little and it certainly pulled the crowd. I suspect that was our best turnout ever.

Ross McDonnell

Editor
editor@hcrf.co.nz

Sign seen on travels





From the Presidential suite

Well I think we all deserve a huge pat on the back for once again putting on another fantastic open day for the public.

From the outset this one went very smoothly even on the Saturday when we set out the paddock with the ropes and pipes, even a flock of determined and wayward sheep tried their hardest to try our patience, with no avail.

The day itself dawned bright and still (thanks to Ngaire's help) almost as soon as we were doing the final setting up visitors were coming through the gates and gathering along the flight line.

Flying began about 6 minutes early and pretty well went on non stop all day, and when flying was down Colin Austen fired up his fantastic Grumman Panther turbine jet (the paddock still bears the scars of dried out grass).

So a big THANK YOU for all helping our open day another huge success.....

Wayne Drinkwater

Hi folks, its that time of year again the your club subs need paying!

The subscription fees for 2014-2015 are as follows:

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

(Please note payment must be received by the 16th of June 2014, so your affiliation with Model Flying New Zealand doesn't lapse and your insurance cover continues.)

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

1) Online Banking

Direct Credit the amount due to
12 3048 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

MFNZ Membership Cards

Model Flying New Zealand are issuing new membership cards this year, which will replace the silver cards and the yellow wings badge certificate. The new blue cards will also have the subscription dates printed on them, so there will be no 'subscription year' stickers to hand out.

***** PETER BOYDS BIG DAY IN *****



This photo is the result of a BIG cleanup I had a while ago.
10 years of learning and experimenting with model design. Some successful and some not but the mezzanine floor in my garage was getting to the overflow stage. Something needed to be done!
I had a great time jumping on it all to consolidate things. (Great therapy and does away with the need

to take it to the field and flying it, though the result is the same. Ed) Called Jims Mowing with his trailer to take it all away after having to move it all to one side to get the car in. This turned out to be a job in itself. Lots of pleasant memories though.

Cheers all
Peter Boyd

I knew my theory was right!!

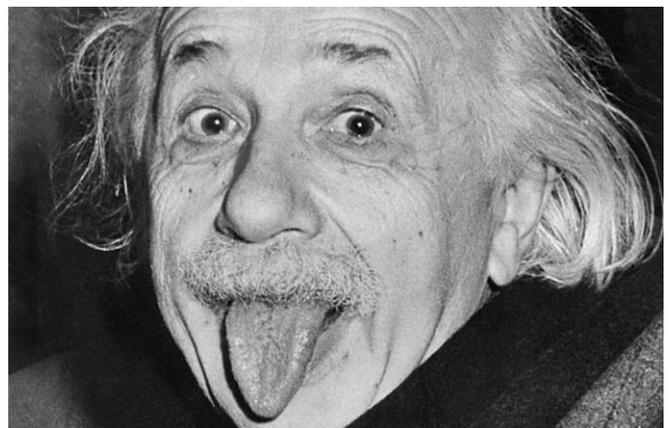
Elderly people have so much information in their brain that it takes longer for them to access it, scientists believe.

Older people do not decline mentally with age, it just takes them longer to recall facts because they have more information in their brains, scientists believe. Much like a computer struggles as the hard drive gets full up, so too do humans take longer to access information, it has been suggested. Researchers say this slowing down it is not the same as cognitive decline.

“The human brain works slower in old age,” said Dr. Michael Ramscar, “but only because we have stored more information over time

“The brains of older people do not get weak. On the contrary, they simply know more.”

SO THERE!! We Are All Brilliant!



Photos from around



Wayne Drinkwater's Shark after it threw turbine blades through the controls at openday.



How to properly dispose of LiPos. Put them in salt water and stand back. (Pink bucket optional) This was in the shark



Colin Austen's Sopworth Pup Note long wire transmitter



Keith Ryman's Stampie



Some of the many helpers that make the day go smoothly



Colin Austen's Grummem Panther



The Purdy's Bowing 737 looking the part



Neale Baird's scaled up T170



Colin's Sopwith Pup in full flight

Open Day 2014

Greetings to all.

Yeah Ha, Another great Open Day all round.

Herbie was so kind with the weather once again, (did you note the usual little shower he sends us each year just to let us know he could have sent us the rain if he had wanted to)

I was very impressed by the number of families with children who spent a long time watching the show. There was much positive feed back from people of all ages and also interest in learning to fly and maybe joining the club. 5 people have since been down to the field and been taken for introductory flights by our instructors.

On the day we had 36 registered pilots with 18 of them being from other clubs. A special thanks to all visiting pilots and our sponsors for making this another memorable day

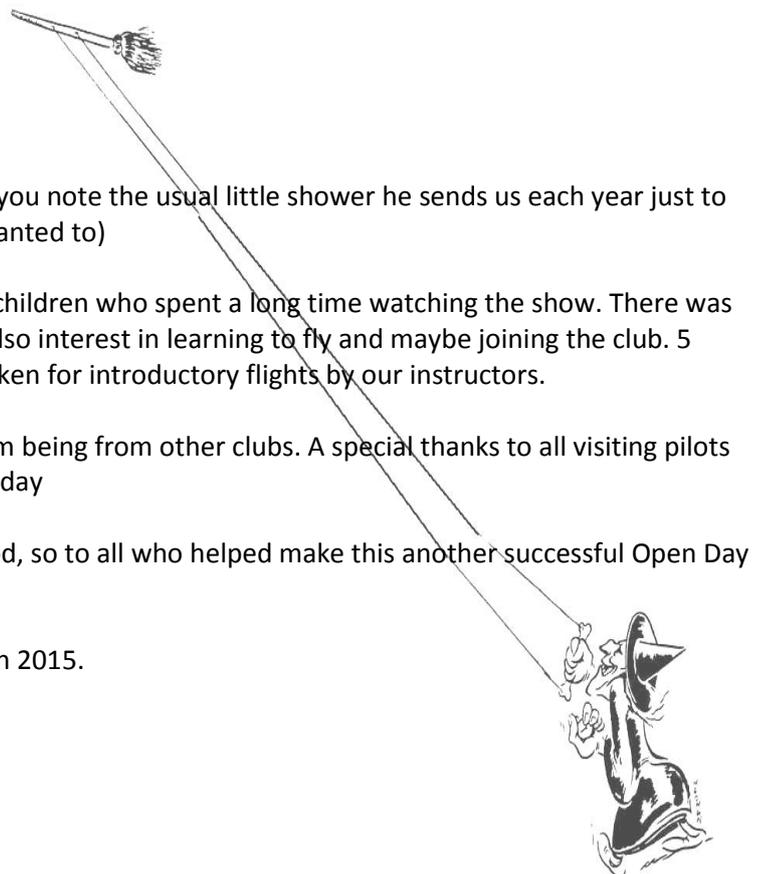
The support from Club Families this year was very good, so to all who helped make this another successful Open Day many thanks from myself and all club members.

Here's looking forward to our next Open Day in March 2015.

Regards

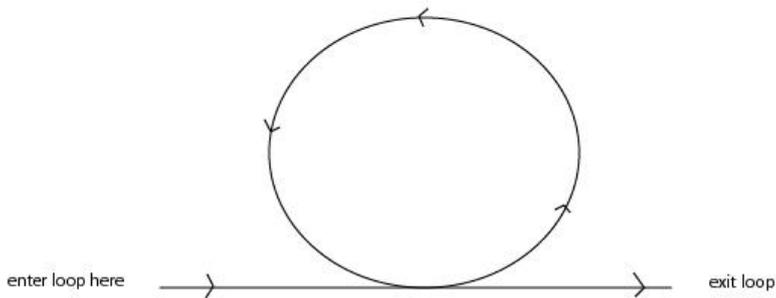
Ngairé Ladd

Social Secretary and Weather Witch



How To Aerobatics (Part 1)

Loops – there is an inside and outside loop, both carried out in a similar way. Loops look good when carried out smoothly.

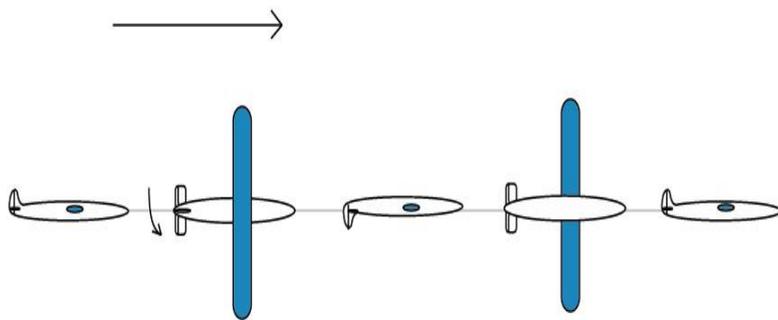


Step 1 – Fly the plane level at fifty feet or so at 3/4 to full throttle and smoothly apply about half up elevator. (keep holding the elevator input)

Step 2 – When you're just over the top of the loop on the way down reduce the throttle a little.

Step 3 – When the plane is flying level again remove the elevator input and reapply power.

Roll - The roll is perhaps the second manoeuvre that people attempt after mastering the loop. As the name indicates, the airplane is rotated about the roll axis.



Step 1 – From straight and level flight at t 3/4 to full throttle, smoothly apply full left or right aileron. keep holding the elevator input)

Step 2 – As the aircraft rolls to inverted, apply a bit of down elevator.

Step 3 – Remove the down elevator as the aircraft rolls upright. Then release the aileron stick.

Barrel roll

This is similar to the "axial" roll above, but the plane rotates in a spiral instead of about a straight line. Generally happens when trying to roll a 3 channel rudder-only airplane. Note that some 3 ch trainers will be too stable to roll easily.

Snap roll

This is a very fast and sudden roll. It's done by stalling the wing right before rolling. The stall causes a wing to drop, which accelerates the roll.

Step 1 – Reduce the plane's airspeed.

Step 2 – Apply full rudder and a bit of up elevator. You should see the plane stall and drop a wingtip.

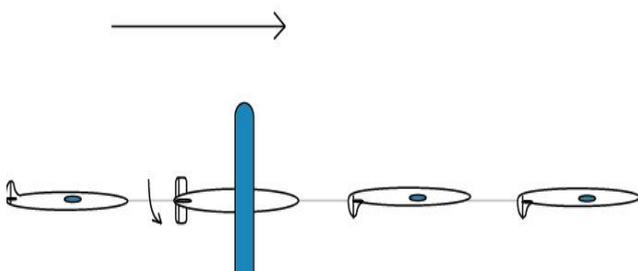
Step 3 – Add full aileron in the same direction as rudder.

Step 4 – As the roll is completed, neutralize the controls.

N.B. The snap roll is stressful on the airframe, and can lead to a spin. Consider this an advanced manoeuvre, and initially perform "3 mistakes high".

Inverted Flying

Flying upside down is fun, and with the right plane is easier than it looks. Please note that some trainers, especially polyhedral planes, will fly poorly upside down.



Step 1 – Enter a loop (or roll).

Step 2 – When inverted, neutralize your elevator (or aileron) and continue flying.

Note that you will probably need to apply a bit of down elevator to maintain inverted flight. Your pitch axis is reversed while inverted (down elevator moves the nose up), so pay attention!

H.C.R.F. Calendar 2014

7 April 2014	Mon	Club Night	Whangaparaoa Guide Hall 7-30 Pm
5 May 2014	Mon	Club Night & A.G.M.	Whangaparaoa Guide Hall 7-30 Pm
2 June 2014	Mon	Club Night	Whangaparaoa Guide Hall 7-30 Pm
22 June 2014	Sun	Mid year Christmas	To be advised 12 Noon

Hibiscus Coast Radio Fliers A.G.M

HCRF Annual General Meeting 2014

Notice is now given of the AGM on the 5th of May 2014 at the Guides clubroom starting at 7:30pm

Nominations are needed for:

- President
- Secretary/Treasurer
- Club captain
- Frequency officer
- Bulletin Editor
- Social Secretary



Meet Yazmine Surgison.

Hi everyone meet Yazmine she wanted to meet the world early at 35 weeks 4 days 5.6 pounds 2.470kg born on the 15th March 2014.

She is in Special Care Baby Unit. No visitors just family allowed. So we will be in touch when we can have visitors thanks. We all very happy with our new bundle and all going well we will be home in no time. Her big brother already says it's my baby.

Kerry Surgison.