

Aerobat -

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



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CLUB **INFO**

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COVER PHOTO

*Hayden Purdy's seagull
challenger*

Photo by Henny Remkes

H.C.R.F. Calendar 2019/20

**Our fixed flying times are every
Wednesday, Saturday and Sunday morning**

Date	Day	Event	Where/When
3 Aug	Sat	Winch Gliding	Wainui 8.30 am - 12.00 noon
5 Aug	Mon	Club Night	Pinewoods Hall 7.30 pm 23 Marie Ave
2 Sep	Mon	Club Night	Pinewoods Hall 7.30 pm 23 Marie Ave
7 Sep	Sat	Winch Gliding	Wainui 8.30 am - 12.00 noon
5 Oct	Sat	Winch Gliding	Wainui 8.30 am - 12.00 noon
7 Oct	Mon	Club Night	Pinewoods Hall 7.30 pm 23 Marie Ave
16 Oct	Wed	Twilight 1	Wainui 5.00 pm - Late
23 Oct	Wed	Twilight 1 Rain date	Wainui 5.00 pm - Late



From the Editor's Desk



Wow the magazine has been a pleasure to put together this time as fantastic articles and photos from members have been pouring in. Please keep this up!

There is so much interesting stuff happening out there that makes the mag ours and is of interest to all readers. Did I mention that I would like members to keep up sending in articles and photos?

I have been flying the Hawk around here and was even visited by a real one to see if it would make a good mating partner. I think the aerobatics and the motor noise put him off a bit as he just thought she was a big mouthed show off.

The Mid Year Christmas at Valentines was well attended and enjoyed by all. That is apart from some idiot telling bad jokes nonstop. These get togethers do give a chance to meet the "other half" which is always nice. I like to think of the club as a family club so think these family activates help promote this.

It is to be noted that the first of the Twilights is showing on the calendar this time. Another one of those great family things which the club is so renowned for. It is always a good time to show off all those weird and wonderful flying things without interrupting other people's flight time.

Quick question. "How do you know if the wing brace in your scratch build is strong enough without doing destructive testing?" No not a trick question I would like someone to help with my latest model

Oh and while I remember. Please keep sending in articles and photos for the Aerobat.

Ross McDonnell, Editor

From the President's Desk

Well it's been a typical couple of winter months hasn't it. In June we had some lovely calm bright winter days for flying and in July it was quite wet and windy, though we did have our Mid winter lunch to cheer us up in June didn't we, well organised by Carmel and Henny.

Thanks to you all who helped at our club display as part of the Trains and Planes Hobby Show at the Whangaparaoa Hall over the two days.

It was quite busy so now we will just have to wait and see how many people come on down to see our club field and check us out.

Great to see our members using the clubhouse to work on their models between flights while having a nice chat out of the weather etc.

The Generator is in its house and hooked up to the clubhouse. We have purchased a range of basic tools to go with what has been donated by members so from my point of view it's starting to come together and feel at long last 'like our place'.

Hopefully over the winter we will have the model storage brackets in place in the top shed, so the models you want to store there will be less likely to get damaged etc.

So lots of things to think about over the winter - if you have any ideas let's hear them.

Ok keep warm, hope to see you down at the field.

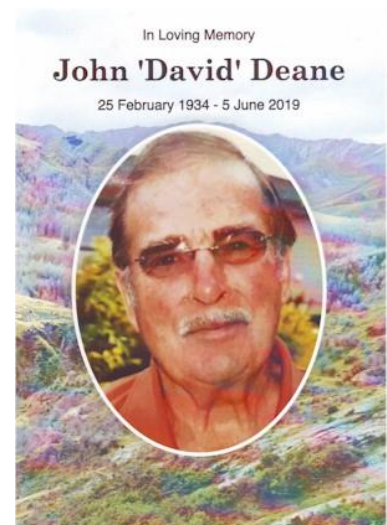
Happy Landings
Pete Denison

John "David" Deane

It is with great sadness we mark the passing of a long standing member Dave Deane. Dave passed away after a period of declining health.

His wife Fay had passed away shortly before him.

Dave Deane, One of nature's true gentlemen.



I realised I was dyslexic when I went to a toga party dressed as a goat.

My Focke Wulf 190

By Ian McEwen



The Focke Wulf 190 was part of several Planes given to the Club. Most of the Planes were taken by other Club Members, the Focke Wulf was left behind, and it was three quarters built. It came with a very nice Fiber Glass Cowl and the servos installed. Wings & Fuselage had been covered in Nylon and Sanding sealer, giving it a tough finish.

It uses split Flaps, which seem to have rather extreme travel. Full flap deploys to about 90degrees and intermediate setting about 80deg. I have slowed the servo speed down to 3 seconds to full deployment. The Aileron's operate using the Bell cranks, which isn't making centering very accurate. The FW came with Mechanical Retracts, these were already installed and are detailed on the Brian Taylor plan I purchased.

I had to purchase a Plan, Canopy and Spinner from Sarik Hobbies who are able to supply a short Kit and all parts for this model.

The plan showed a Merco 61 engine as the power plant, I don't believe these exist anymore. It was suggested I put a 90 in it. I remembered I used to have an O.S.90 Four stroke, which was hidden under the Bench. It is 1984 vintage, and needed re building, so after stripping down cleaning all the dried Castor Oil and 5 new sets of bearings. It ran like new.



My next problem was painting, I decided to buy paint sample pots from Resene paints, which I applied in a Camouflage pattern, I was told that these might not be fuel proof so the whole Plane was sprayed with a thin coat of Polyurethane. The Decals proved a bit of a challenge and were hand painted using narrow masking tape except for the Swastikas which Norm Burns made on his Computer.

I have enjoyed finishing this model it had been well built, by the Servos used and mechanical retracts I suspect it was quite an old model.

Photos by Henny Remkes.

It's easy to distract fat people. In fact it's a piece of cake.

Thinking about First Person Video (FPV)

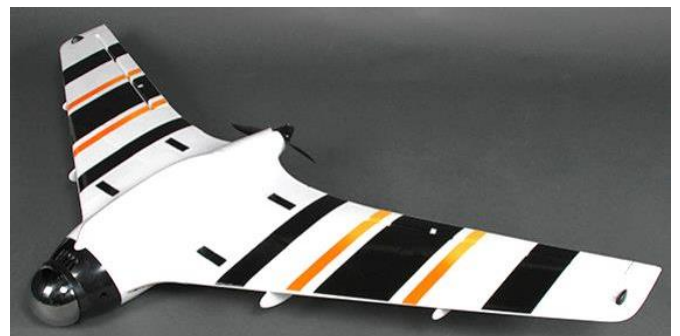
IS THE GO DISCOVER FPV PLANE RIGHT FOR YOU?

This FPV plane is probably the most original unit of this type, so it is one of the best RC planes you can get today. The design is completely different and it is perfect for people who are looking for a unique model. At the same time, the price is low, so this unit costs \$200. Keep in mind that you get the best level of quality and a large plane for this money, so it is a wise investment as well.



This model has been made from lightweight, but durable and resistant materials. Thanks to this, it can withstand minor issues and it can be used for a long time, simply because it is one of the best units of this type when it comes to the quality. The weight is 2.8 pounds, but keep in mind that this model has a wingspan of 1600 mm. The engine in this unit has an 800KV, so it is powerful as well, which means that it offers impressive performances in the air. The battery has 4.000 mah capacity, so it can provide long flying time.

Another fact you should know about this model is that it comes without a camera, but it has been designed to accommodate any model of the GoPro cameras. Installation is simple and it takes just a few seconds. Paired with amazing flying capabilities, this is truly one of the best RC planes that support cameras.



Written by Jack Brown for



(NB This is not an indorsement of this model by H.C.R.F. but for information only Ed)

The right to bear arms is slightly less ludicrous than the right to arm bears.

Bernie's Veron Fournier R.F.5. Motor-Glider

By Bennie Meredith



Hi, for those that don't know me, I'm Bernie and I have only been a club member for about six months.

The kit in the pictures is a Veron Fournier R.F.5. Motor-Glider which I purchased almost 40 years ago when I was living in the UK. Veron was a UK model aircraft company based in Bournemouth that sold some excellent kits but sadly went into liquidation some time ago.



First, a little info about the R.F.5. The original Fournier RF-5 is a two-seat motor glider designed by René Fournier which first flew in January 1968. The RF-5 is based on the single seater Fournier RF-4, and is a low-winged monoplane of all-wooden construction. The crew of two sat in a tandem enclosed cockpit. The Veron model is of the German "Sportavia-Putzer" Avion Planeur 2 seat R.F.5, was based on the French Alpavia-Fournier design. This plane had a span of 45' 1" span and was powered by a 68 hp Sprtavia-Limbach S.L 1700e "Comet" 4 cylinder motor (I believe VW based) driving a Hoffman 2 blade propeller. Versions of the aircraft were made available with the outer wing panels (area covered by the ailerons) that folded inwards to save space - as per seen on carrier aircraft.

For the record, I think the R.F.5. is one of the most beautiful aircraft to fly, which was the reason for buying the kit. I hope it flies as well as it looks.

Now some details about the kit which can best called a "near scale" because of the slightly enlarged vertical and horizontal tail surfaces - which I believe actually enhance the model's fine lines. The Veron kit has a span of 72", is constructed using balsa, tissue and ply. It depicts the prototype with its German marking and registration. The kit was designed for a 1.5 cc racing diesel (or glow motor,) and will, the maker says, be OK, but goes on to state that the performance can be improved by increasing the motor size to 2.5 cc. On the original kit the motor was there only to get the model to altitude so no throttle was provided. I have decided not to use an IC engine but instead go electric - since an electric motor will allow me both to throttle and stop/start the motor in flight. The actual motor I plan to install is a 35-48 900KV using a 3 Cell battery. I do note that Veron do not recommend fitting anything more powerful than a 2.5 cc IC engine due to the ratio of high wing span to tail moment arm. I guess will just have to see how things turn out - at least I have a throttle.

Photo by Henny Remkes

The right to bear arms is slightly less ludicrous than the right to arm bears.



HAYDEN PURDY'S SEAGULL CHALLENGER

I spotted the model on YouTube, where I found a bloke who had got the kit and was putting it together in a multipart series, which was handy because the instruction manual was only good as a fire lighter.

Manufacturers blurb. ARTF kits are great, we all love 'em and we all appreciate the time savings they provide, however a growing number of R/C flyers are finding that, having assembled one or two ARTFs, what they really fancy is a stab at traditional building. Some choose a plan build for their first foray into balsa-bashing but most seek a simple kit, a kit such as the Seagull Challenger, that offers all the advantages of laser cut parts, carefully chosen hardware and an instruction manual that guides you step-by-step through the build process. (*See text above Ed.*) In truth, the Challenger is the perfect choice for not only does it ensure a problem-free build, it offers an opportunity to produce a one-off model in a colour scheme of your choice and promises a fantastic, agile aerobatic flight performance when you're finished. Building your own R/C model is absorbing, enjoyable and immensely satisfying and that's why so many are deciding to give it a go. It's also why the Challenger kit is such a popular choice amongst sport flyers and those seeking a good follow-on aerobat.



Specifications:

- * Power OS 46AX II
- * Wingspan 1340mm
- * Length 1160mm
- * Wing area 3500 sq cm

I would tell you how it flies, but it has yet to leave the ground yet - I must pluck up some courage and get around to that...!



Photos Henny and Hayden

I was doing some decorating, so I got out my step-ladder. I don't get on with my real ladder.

WHANGAPARAOA TRAINS AND PLANES WEEKEND

Photos Henny R

Some photos of the well attended event.



Is it fair to say that there'd be less litter in Britain if blind people were given pointed sticks?

Wots-Wot in Instant Kitseting

BY Peter Denison
Photos Henny Remkes

I normally don't like putting pictures of the aftermath of model aircraft re-kitting but this one was done with such a great degree of finesse that it deserves a place of honour. Besides I had an extra page to fill up so I will let the man tell the story (*Ed.*)

Re my Wots-Wot crash.

I was flying quite fast in a right hand turn when we heard a crack and she dived in to the right.

The elevator push rod plastic clevis pin had pushed out of the horn. As it was pushing the horn up at the time it pushed the keeper back as it went through.



I had done a good pre-flight check as I hadn't flown the model for some time and was happy that the keepers were in place. The plastic horn did come with the model.

So I can only conclude that the fuel tube keeper was not pushed fully back on the clevis to cover the pin and stop it from slipping out.

I have now changed the elevator and rudder clevises to metal ones on all my larger models.

See not my fault Pete D



I'd kill for a Nobel Peace Prize.

AROUND THE CLUB



The Clubhouse being put to good use. *Photo Peter D*



How many people does it take to start a new generator ????. After putting in the oil and petrol it started first pop !! *Photo Henny R*



Norm Burns's rebuilt a piece of junk out of the club house. All it needed was reshaping and recovering fuselage and wings. Still thinking of a name for it ?? *Photo Henny R*



Lots of interest at the Whangaparaoa trains and planes weekend



Nice launch by Stan Somerfield.

Now try and find the plane

Photos Peter D



My Dad used to say 'always fight fire with fire', which is why he got thrown out of the fire brigade.