



Aerobat



Issue Number 12



December 2011

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

editor.aerobat@gmail.com



AEROBAT

VOLUME 1, ISSUE 12

DECEMBER 2011

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From the Editor's Desk...

Hello & welcome to the December edition of the 'Aerobat'. First up I would like to wish all of the members a merry Christmas and indeed a happy new year!

What's been happening since the last newsletter, you may well ask, well I've been drawing up some plans for the new shed using Alibre CAD, my last EVER school exam is over, and the new club website is up and running.

If you want to check out the website for yourself, you can find it at www.hcrf.co.nz - if you have anything you think might be suitable for the website, send to me via

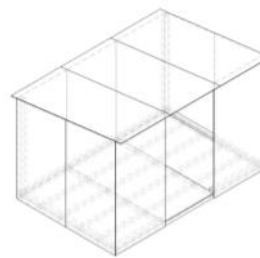
the email address below. On the website, under "Newsletters" is about a year's archive of past & current newsletters, with the new ones at the top and the old ones at the bottom. When a new newsletter is added, the one at the bottom is deleted to make room, so make sure you download any issues you may like to keep.

In this issue we have some articles from our new president, Wayne, "Guess That Plane", and all the usual assortment of funnies.

Have a good break, and I'll hopefully see you all at the Pot-Luck-Lunch later in December.

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

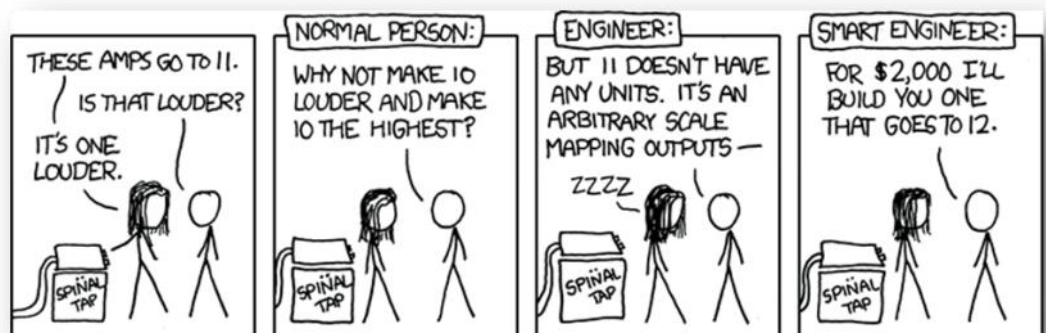
Hayden Purdy



Initial shed design (don't worry, it's only a verry early draft...)



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From the Presidential Suite

Well for those of you who may be unaware I have inherited the club president's chair. Roy who has done an excellent job as club president had work and other commitments that gave him less time to spend on what really is just a hobby for us.

Roy asked me if I would be prepared to become acting President until the next AGM. That is how I became the club's "pres".

Firstly I would like to thank Roy for all the work he has put in to the club in his role as president over the past couple of years, and as always it was good to see him out at the paddock the other weekend putting the *foamie* Corsair through its paces.

I plan on regular updates in the clubs newsletter this will be my first. We are hoping to have a "pot luck lunch" at the paddock on Sunday December 11th

Hopefully as many as possible will attend and please bring a plate, nothing that will involve cooking so every one will be free to enjoy the day.

As with our recent twilight fly-in I do hope we will see a bit more spirited control line flying, I'm sure those that saw it will agree it is not as noisy as it used to be!

I really enjoy the relaxed almost fun-fly atmosphere of the evening sessions and hope we have many more "perfect" evenings like Octobers one.

Roll on Summer

Wayne Drinkwater

Springhill Club Visit

We loaded our Chevy with models and provisions for the much anticipated "breakfast at the Springhill" club visit and by 8.15am we were on the way, not a bad day weather wise but by the time we got past Warkworth the rain had set in, luckily it was short lived and upon arriving at the airfield it looked a very nice day was in store.

The Springhill club members were very welcoming and in no time at all were cooking up a veritable feast of a breakfast, all this time more of our club were arriving which was good to see. I do believe our club outnumbered our hosts.

The flying was underway in no time at all and the wind picked up accordingly, I think "character building" was one description used to describe the conditions.

Recently my flying skills have picked up a gear or two so I was dismayed to be the first crash of the day after my "Bee" shed a wingtip at about 25m high, my skills have not improved enough to avoid a sudden impact with *terra firma*.

My little incident was soon followed by a far more spectacular crash involving a foam Corsair the rate of attrition continued to climb with yet another "Bee" destroyed, I think Jims was the only Bee left in flying condition after only the first 20 minutes' of flying.

The wind was gusting quite strongly and it was observed that the two windsocks positioned at either end of the tarmac were showing different wind directions!

Despite the challenging conditions the flying continued and wouldn't you know it Ross Mac's flying chipmunk flew as if there was barely a breeze. Team Purdy put on a good example of flying in the windy conditions the landing approaches certainly tested the pilots skills and there were some varied methods of landing with the wind crossing the tarmac strip some elected to land into wind on the grass area, at one point I saw a model hanging on the wire fence on the far side of the runway, and many of the lighter models were exhibiting the ability to fly backwards.

We had to leave by midday but from what we saw it was a good day and I would hope that we could return the favor to the Springhill club hopefully minus the wind.

Wayne





Notices from the Editor's Desk...

Pot-Luck Lunch

The Pot luck Lunch will be held at the flying field on December the 11th at noon. This lunch is not a BBQ, but a plate of Christmasy cold food to share is expected. See you there!

Cheap Boat?

trade me motors

Motorboats

Any type

Length: Any to Any

Keywords:

Price range: Any to Any

Search

Trade Me Motors > Boats & marine > Motorboats

Cheap Boat

Asking price: \$1 | Listed: Wed 12 Oct, 12:56 pm

Listing #: 414771345

Type:	Steel
Length:	236 Metres (774 Feet)
Year:	1990
Engine:	8000 HP, Inboard
Engine year:	1990
Engine hours:	74856hrs



[View full size photos](#)

We've had heaps of fun with this boat, but now find we dont really need it anymore. Moored at Tauranga. Its a good solid boat that can handle up to a 5 metre swell without breaking up. Tends to ride with one side a bit low, but we found that if you put something really heavy on the other side its fine. HEAPS of storage room for fishing gear etc. 25 toilets. There's a whole range of electronic gagetry up at the helm, but we never really use those so I cant really say how good they are. One had a noisy buzzer and flashing red light last time, so we unplugged it. Also, there might be something a bit funny with the propeller, because when we put it in gear and rev the motor up she doesnt seem to go forward. I'm sure its nothing too serious, maybe just needs the bolt tightening. Leaks a little bit of oil so you have to keep an eye on the level. Apart from that, she's a sweet boat. There's a few bottles of wine on board which we'll leave for you if you're real quick.

Container ship rena

Buying

- [Watchlist](#)
- [Items I won](#)
- [Items I lost](#)
- [My favourites](#)
- [Recently viewed](#)

Selling

- [List an item](#)
- [Items I'm selling](#)
- [Sold items](#)
- [Unsold items](#)

Guess That Plane...

Congratulations to Alan Ladyman for correctly guessing the last "Guess That Plane", along with the owner of said plane - it is was a Percival P3 Gull Six, flown by the one and only Jean Batten (notice how last month's picture had some of the important markings removed?!).

Some background on the Gull;

The Percival Gull was a British single-engined monoplane, first flown in 1932. It was successful as a fast company transport, racing aircraft and long-range record breaker. It was developed into the Vega Gull and the Proctor.

The Percival Gull was the first aircraft of the Percival Aircraft Company, formed in 1932 by Edgar Percival and Lt. Cdr E.B.W. Leake. It was designed by Percival himself, and was strongly influenced by the Hendy 302, designed by Basil "Hendy" Henderson, that he had previously owned and raced. The new company did not have the facilities to build the Gull, so the prototype was produced by the British Aircraft Company of Maidstone, Kent, and the first 24 production machines were manufactured by Parnall Aircraft of Yate, Gloucestershire. In 1934, the Percival Aircraft Company moved to Gravesend Airport, Kent, where it built its own Gulls.

The Gull was a low-wing cantilever monoplane, constructed of wood with fabric covering. The wings reduced outwards in both thickness and chord, with dihedral outboard of the centre section. They were constructed according to Basil Henderson's patent, and folded rearwards at the rear spar for storage. There were split flaps in-board. The fin and rudder were initially very similar to those of the Hendy 302, with a horn balance and a notable nick on the leading edge where that balance met the fin, but this was soon replaced by the final symmetric, elliptical and unbalanced arrangement. The horizontal surfaces were also rounded, and tail plane incidence was adjustable in flight for trim; the elevators were mounted on a common shaft.

Although Gull variants were powered by five different engines, those were all inverted inline air-cooled types driving two-bladed propellers, making for a neatly faired installation. The rear fuselage was of square cross section with a rounded top. The glazed cabin joined smoothly into a raised dorsal fairing, and placed the pilot in front and two passenger seats, slightly staggered behind. Entry into the early models was via the sliding canopy. The main undercarriage was fixed and spatted, each wheel mounted on three struts in the early models; there was a small steerable tail wheel.

The early models could be fitted with one of two 130 hp (97 kW) 4-cylinder engines, the Cirrus Her-



mes IV, or the de Havilland Gipsy Major. Alternatively, for racing or for pilots desiring more power, the 160 hp (119 kW) Napier Javelin III 6-cylinder engine was an option. The D.2 variants are known generically as the "Gull Four" (not "Gull IV"). That was despite the Javelin 6-cylinder engine in the Gull Four Mk IIA, and that before the war the Gipsy Major-powered variant was known as the "Gull Major". In 1934, one Gull was modified with cabin doors, revised and shorter glazing, and a faired, single-strut main undercarriage. This version was known as the Gull Four Mk III, (retrospectively P.1D), and those refinements were incorporated in all later Gulls.

The final variant was the D.3 "Gull Six", similar to the D.2 "Gull Four Mk III" with the revised canopy and undercarriage, but with the much more powerful 200 hp (149 kW) de Havilland Gipsy Six 6-cylinder engine. This had the same length and span as the Gull Major variants, but was 195 lb (88 kg) heavier and much faster at 178 mph (286 km/h). One Gull Six (VT-AGV) had the cabin replaced with a tandem pair of open cockpits. It was sometimes known as the P.7 "Touring Gull".

Gulls sold well to private owners, offering speed and comfort. Others were bought by charter companies, and were used for photographic and newspaper work. Gulls were used, for example, to cover distant but important events such as the Italo-Abyssinian war of 1935. Some were used for company communications, such as Avro Aircraft and Shell. The sole Gull Four Mk III (G-ADOE) was used by Blackburn Aircraft as a test bed for both the Cirrus Major Mk 1 and 2 engines. Gulls were sold abroad, to France, Australia, Japan, Brazil and elsewhere. Two Gulls worked the Karachi-Lahore mail run for Indian National Airways.

On 9 July 1932, E.W. Percival flew the prototype Gull (G-ABUR) in the round Britain King's Cup Race, averaging almost 143 mph (230 km/h), although a D-series Gull never won the trophy. The speed of Gulls also made them attractive for the long distance flights popular in the 1930s and the Gull, fitted with extra tanks offered a range of 2,000 miles (3,220 km).

On 4 October 1933, Charles Kingsford Smith started a flight in a Gull Four (G-ACJV), from Lympe Aerodrome to Darwin, Australia, arriving on 10 December 1933, in a record 7 days, 4 hrs, 44 min.

On 17 June 1935, E.W. Percival piloted a Gull Six (G-ADEP) from Gravesend to Oran (Algeria), returning to Croydon Airport the same day, and was later awarded the Oswald Watt Gold Medal in recognition of this flight.

New Zealander Jean Batten made at least two memorable flights in her Gull Six (G-ADPR). On 11 November 1935, she departed Lympe and flew two legs to Thiès, Senegal. After a 12 hr, 30 min crossing of the Atlantic on 13 November, she arrived at Port Natal, Brazil, and later awarded the Britannia Trophy. On 5 October 1936, Batten flew from Lympe to Darwin in the record time 5 days, 21 hr, 3 min, then flying on across the Tasman Sea to Auckland to set another total record time of 11 days, 45 min.

On 4 May 1936, Amy Johnson in a Gull Six (G-ADZO) took off from Gravesend on a record flight to Wingfield aerodrome, Cape Town, and back to Croydon Airport in 7 days 22 hr 43min.

One Gull Six (G-ADEU) was evaluated by the RAE, that resulted in an RAF order for the Percival Proctor, a variant of the Percival Vega Gull. About six Gull Sixes were impressed into the RAF and Fleet Air Arm during the Second World War, in the UK, Egypt and India; one of them was Jean Batten's (G-ADPR), as AX866. Blackburn Aircraft continued to use its Gull Four Mk III (G-ADOE), later re-engined with a Gipsy Major engine in private ownership. Similarly, Vickers Armstrongs retained its Gull Six (G-ADFA) throughout the war.

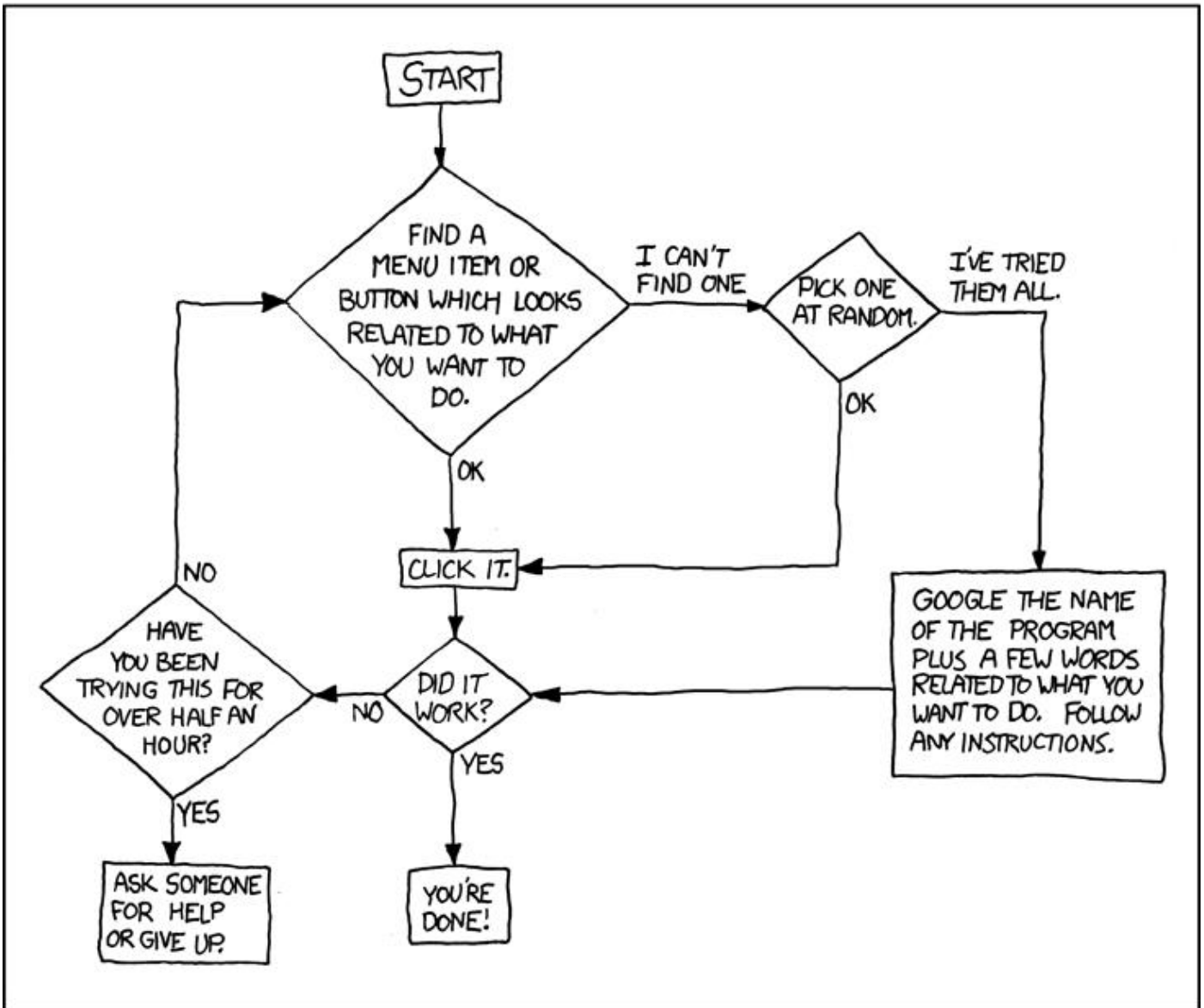
Here is this month's plane - send your guess to editor.aerobat@gmail.com, and I'll pick a correct answer from random as the answer...



Tech Support...

DEAR VARIOUS PARENTS, GRANDPARENTS, CO-WORKERS,
AND OTHER "NOT COMPUTER PEOPLE."

WE DON'T MAGICALLY KNOW HOW TO DO EVERYTHING IN EVERY
PROGRAM. WHEN WE HELP YOU, WE'RE USUALLY JUST DOING THIS:



PLEASE PRINT THIS FLOWCHART OUT AND TAPE IT NEAR YOUR SCREEN.
CONGRATULATIONS; YOU'RE NOW THE LOCAL COMPUTER EXPERT!

Ancient Wisdom

Ancient wisdom says that when you discover you are riding a dead horse, the best strategy is to dismount. However, in some organizations often many other strategies are tried, including the following:

- 1) Changing riders
- 2) Buying a stronger whip
- 3) Falling back on: "This is the way we've always ridden"
- 4) Appointing a committee to study the horse
- 5) Arranging a visit to other sites to see how they ride dead horses
- 6) Increasing the standards for riding dead horses
- 7) Appointing a group to revive the dead horse
- 8) Creating a training session to improve riding skills
- 9) Comparing the state of dead horses in today's environment
- 10) Changing the requirements so that the horse no longer meets the criterion of dead
- 11) Hiring an external consultant to show how a dead horse can be ridden
- 12) Harnessing several dead horses together to increase speed
- 13) Increasing funding to improve the horse's performance
- 14) Declaring that no horse is too dead to beat
- 15) Doing a study to see if outsourcing will reduce the cost of riding a dead horse
- 16) Buying a computer program to enhance dead horse performance
- 17) Declaring a dead horse less costly than a live one
- 18) Forming a workgroup to find uses for dead horses
- 19) Changing performance requirements for the horse
- 20) Promoting the dead horse to a supervisory position

Aircraft Maintenance

This is to give you confidence in the Pilots and Ground Crews.

Remember, it takes a college degree to fly a plane but only a high school diploma to fix one. After every flight, Qantas pilots fill out a form, called a 'Gripe Sheet' which tells mechanics about problems with the aircraft. The mechanics correct the problems; document their repairs on the form, and then pilots review the Gripe Sheets before the next flight. Never let it be said that ground crews lack a sense of humour.

Here are some actual maintenance complaints submitted by Qantas' pilots (marked with a P) and the solutions recorded (marked with an S) by maintenance engineers. By the way, Qantas is the only major airline that has never had a fatal accident for the last fifty years at least (I think!).

P: Left inside main tyre almost needs replacement.

S: Almost replaced left inside main tyre.

P: Test flight OK, except auto-land very rough.

S: Auto-land not installed on this aircraft.

P: Something loose in cockpit.

S: Something tightened in cockpit.

P: Dead bugs on windshield.

S: Live bugs on back-order.

P: Autopilot in altitude-hold mode produces a 200 feet per minute descent.

S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.

S: Evidence removed.

P: DME volume unbelievably loud.

S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.

S: That's what friction locks are for.

P: IFF inoperative in OFF mode.

S: IFF always inoperative in OFF mode.

P: Suspected crack in windshield.

S: Suspect you're right.

P: Number 3 engine missing.

S: Engine found on right wing after brief search.

P: Aircraft handles funny..... (I love this one!)

S: Aircraft warned to straighten up, fly right, and be serious.

P: Target radar hums.
S: Reprogrammed target radar with lyrics.

P: Mouse in cockpit.
S: Cat installed.

P: Noise coming from under instrument panel. Sounds like a midget pounding with a hammer.
S: Took hammer away from midget.

A Week at the Gym - One Man's Story

Dear Diary

For my sixty fifth birthday this year, my wife (the dear) purchased a week of personal training at the local health club for me. Although I am still in great shape since playing on my college football team 45 years ago, I decided it would be a good idea to go ahead and give it a try. I called the club and made my reservations with a personal trainer named Belinda, who identified herself as a 26-year-old aerobics instructor and model for athletic clothing and swim wear. My wife seemed pleased with my enthusiasm to get started! The club encouraged me to keep a diary to chart my progress . . .

MONDAY

Started my day at 6-00 a.m.

Tough to get out of bed, but found it was well worth it when I arrived at the health club to find Belinda waiting for me. She is something of a Greek goddess - with blond hair, dancing eyes and a dazzling white smile. Woo Hoo!! Belinda gave me a tour and showed me the machines. She took my pulse after five minutes on the treadmill. She was alarmed that my pulse was so fast, but I attribute it to standing next to her in her Lycra aerobic outfit. I enjoyed watching the skilful way in which she conducted her aerobics class after my workout today. Very inspiring. Belinda was encouraging as I did my sit-ups, all though my gut was already aching from holding it in the whole time she was around. This is going to be a FANTASTIC week!!

TUESDAY

I drank a whole pot of coffee, but I finally made it out the door. Belinda made me lie on my back and push a heavy iron bar into the air then she put weights on it! My legs were a little wobbly on the treadmill, but I made the full mile. Belinda's rewarding smile made it all worthwhile. I feel GREAT!! It's a whole new life for me.

WEDNESDAY

The only way I can brush my teeth is by laying on the toothbrush on the counter and moving my mouth back and forth over it. I believe I have a hernia in both pectorals. Driving was OK as long as I didn't try to steer or stop. I parked on top of a GEO in the club parking lot. Belinda was impatient with me, insisting that my screams bothered other club members. Her voice is a little too perky for early in the morning and when she scolds, She gets this nasally whine that is VERY annoying.

My chest hurt when I got on the treadmill, so Belinda put me on the stair monster. Why the hell would anyone invent a machine to simulate an activity rendered obsolete by elevators? Belinda told me it would help me get in shape and enjoy life. She said some other sh*t too.

THURSDAY

Belinda was waiting for me with her vampire-like teeth exposed as her thin, cruel lips were pulled back in a full snarl. I couldn't help being a half an hour late, it took me that long to tie my shoes. Belinda took me to work out with dumbbells. When she was not looking, I ran and hid in the men's room. She sent Lars to find me. Then, as punishment, she put me on the rowing machine - which I sank.

FRIDAY

I hate that bitch Belinda more than any human being has ever hated any other human being in the history of the world. Stupid, skinny, anaemic little cheerleader. If there was a part of my body I could move without unbearable pain, I would beat her with it. Belinda wanted me to work on my triceps. I don't have any triceps! And if you don't want dents in the floor, don't hand me the M-----f----- barbells or anything that weighs more than a sandwich. The treadmill flung me off and I landed on a health and nutrition teacher. Why couldn't it have been someone softer, like the drama coach or the choir director?

SATURDAY

Belinda left a message on my answering machine in her grating, shrilly voice wondering why I did not show up today. Just hearing her made me want to smash the machine with my planner. However, I lacked the strength to even use the TV remote and ended up catching eleven straight hours of the Weather Channel.

SUNDAY

I'm having the Church van pick me up for services today so I can go and thank GOD that this week is over. I will also pray that next year my wife will choose a gift for me that is fun - like a root canal or a vasectomy.

3 More for the Road...

Ground Control: '476WB, bear to the left, disabled aircraft on the right.'

Pilot: '476WB, Roger, I have the disabled aircraft in sight, but I don't see the bear yet.'

Police arrested two kids yesterday, one was drinking battery acid, the other was eating fireworks. They charged one and let the other one off.

"A man with a watch knows what time it is. A man with two watches is never sure." — Segal's Law

Club Calendar

December

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:

December 2011

- 5th - Clubnight
- 11th - Pot Luck Lunch

January

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:

January 2012

- 25th - Twilight 3
- 28th - Gliding Competition

Day	Month	Day of Week	What?	Where?
30 th	November	Wednesday	Twilight	Wainui
5 th	December	Monday	Clubnight	Whangaparaoa Guide Hall
11 th	December	Sunday	Pot Luck Lunch	Wainui
25 th	January	Wednesday	Twilight 3	Wainui
28 th	January	Saturday	Gliding Competition	Wainui
1 st	February	Wednesday	Twilight 3 (Rain Date)	Wainui
25 th	February	Saturday	Gliding Competition	Wainui
10 th	March	Saturday	Open Day Setup	Wainui
11 th	March	Sunday	Open Day	Wainui
28 th	March	Wednesday	Twilight	Wainui
31 th	March	Saturday	Gliding Competition	Wainui