

# ***Aerobat***

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



***June / July 2020***

**Issue Number 1 Volume 20**

## **CLUB INFO**

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## **COVER PHOTO**

A nice photo by  
Hamish Foley  
of some nice close  
tree tempting

# H.C.R.F. Calendar 2020

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

**Please note these events may change due to COVID 19.**

Date	Day	Event	Where/When
6 Jun	Sat	Winch Gliding	Wainui 8.30 am - 12.00 - Noon
6 Jun	Sat	Club Meeting	To be advised
4 July	Sat	Winch Gliding	Wainui 8.30 am - 12.00 - Noon
4 July	Sat	Club Meeting & A.G.M.	To be advised
1 Aug	Sat	Winch Gliding	Wainui 8.30 am - 12.00 - Noon
1 Aug	Sat	Club Meeting	To be advised



## **From the Editor's Desk**

**Stay at home  
because if you die  
your wife will sell  
your RC Planes for  
the price you told  
her you paid for  
them :-)**

The above message was a timely reminder to stay home and be safe during the times of uncertainty, which by now, I hope we have all survived.

By now some of you have got back into flying and are testing out those wonderful creations that were started, continued or finished during the enforced home time. It was good to get so much feedback from members. This helps to make this magazine more enjoyable for all

I would like to say that my workshop is now super tidy and everything is in its place. I would also like to say that I have completed all those jobs that I have been meaning to do. Unfortunately that hasn't happen.

I did manage to make a lot of maintenance on aircraft, tractors, mowers and other assorted bits and pieces around the farm, so the time was not completely wasted.

Just before lockdown, Ngaire and I did two trips around Northland and then down to for once around the south of the north island. This was accompanied with flying every night with the Witch, F22 and Eagle and those aircraft were starting to look a bit sad by the end of it. The time out allowed a lot of work to be done to bring them back to their former glory.

Ross McDonnell Ed.

# **From the** **President's Desk**



Hi everyone,

Well here we are back flying again thank goodness.

I hope you all were able to stay safe and look after yourselves in your Bubble I'm not going to dwell on it I'm just so grateful that we live in this country of ours.

So it was great to see those of you at the start of level 3 who made it down at our field and again more of you a couple of weeks later on level 2.

We all had a lot to talk about regarding what we were doing during lockdown and how we coped with life, and from what most of you told me you managed the lockdown quite well.

From my point of view, what helped the most was the two days warning we had just before the lockdown. This gave me time to join the crowd heading to Bunnings before they closed and also having our Orewa based RC hobby outlet 'RCHobbies', owned by our club member Linton Evans. He was open all through the lockdown and I made good use of it, as I was able to continue concentrating on building through it all. Otherwise I'd have been twiddling my thumbs and getting grumpy. It was bad enough in my morning walks with Millie our Retriever, realising how many lovely flying days we were missing out on.

But that's all over with we hope - fingers and toes crossed.

Ross has asked me to thanks members for all the great photos and articles they sent in. If yours didn't make this times magazine, look out for it in the next one.

OK at this moment in time in level 2 we can only have a maximum of 10 people for a meeting so Henny will be advising everyone about our AGM date hopefully in July.

So let's make the most of what we have and get flying :-)

Happy Landings  
Pete Denison

Pete Denison  
President.

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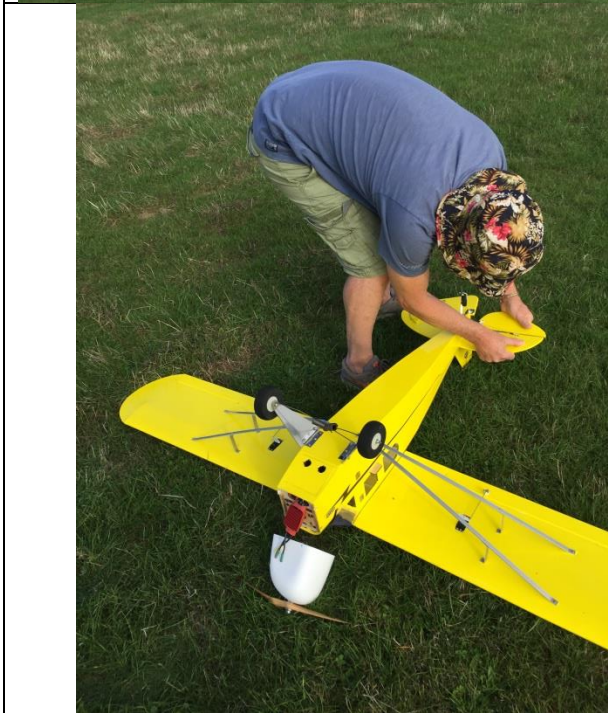
## **A.G.M**

**The date for the Annual General Meeting for the H.C.R.F. club will be advised by the committee at a future date. Hopefully around July.**

*What if I told you, you read this wrong?*



## First Days Back After Lockdown Montage.



Photos by Henny Remkes and Judy Somerfield.

**Ban pre-shredded cheese, make New Zealand grate again.**

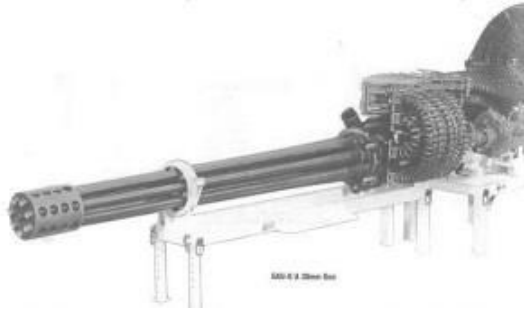


# A10 Warthog Gatling Gun.

Plagiarised from RNZAF Canterbury Newsletter

Hey airplane fans. Here's a quick lesson on the A-10 and the Vulcan gun it carries.

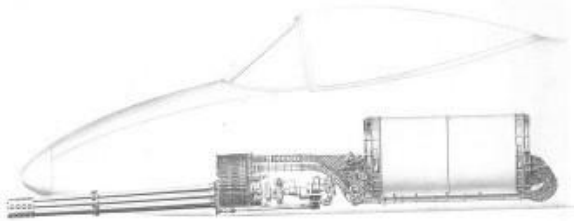
First there was this gun...



It was developed by General Electric, the "We bring good things to life" people. It's one of the modern-day Gatling guns. It shoots very big bullets. It shoots them very quickly. Someone said, "Let's put it in an airplane."

Someone else said, "Better still, let's build an airplane around it."

So they did. And "they" were the Fairchild-Republic airplane people

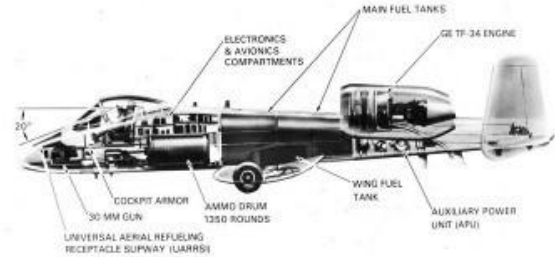


And they had done such a good job with an airplane they developed back in WWII. called the P-47 Thunderbolt, they decided to call it the A 10 Thunderbolt.



They made it so it was very good at flying low and slow and shooting things with that fabulous gun. But since it did fly low and slow, they made it bulletproof, or almost so. A lot of bad guys have found you can shoot an A 10 with anything from a pistol to a 23mm Soviet cannon and it just keeps on flying and shooting.

## A-10 INBOARD PROFILE



When they got through, it looked like this...



It's not sleek and sexy like an F18 or the stealthy Raptors and such, but I think it's such a great airplane because it does what it does better than any other plane in the world.

It kills tanks.

Not only tanks, as Saddam Hussein's boys found out to their horror, but armoured personnel carriers, radar stations, locomotives, bunkers, fuel depots...just about anything the bad guys thought was bulletproof turned out to be easy pickings for this beast.



See those engines. One of them alone will fly this puppy. The pilot sits in a very thick titanium alloy "bathtub." That's typical of the design.

They were smart enough to make every part the same

***They say I Plagiarised this. Their words not mine.***

whether mounted on the left side or right side of the plane, like landing gear, for instance.

Because the engines are mounted so high (away from ground debris) and the landing gear uses such low pressure tires, it can operate from a damaged airport, interstate highway, ploughed field, or dirt road.

Everything is redundant. They have two of almost everything. Sometimes they have three of something. Like flight controls. There's triple redundancy of those, and even if there is a total failure of the double hydraulic system, there is a set of manual flying controls.



Capt. Kim Campbell sustained this damage over Bagdad and flew for another hour before returning to base.

But about that gun...

It's so hard to grasp just how powerful it is.



This is the closest I could find to showing you just what this cartridge is all about. What the guy is holding is NOT the 30mm round, but a "little" .50 Browning machinegun round and the 20mm cannon round which has been around for a long time. The 30mm is much BIGGER.

Those are are the .50 BMG and 20x102 Vulcan the fellow was holding. At the bottom right is the bad boy we're discussing.



Let's get some perspective here: The .223 Rem (M16 rifle round) is fast. It shoots a 55 or so grain bullet at about 3300 feet/sec, give or take. It's the fastest of all those rounds shown (except one). When you move up to the .30 calibre rounds, the bullets jump up in weight to 160-200 grains. Speeds run from about 2600 to 3000 fps or so.

The .338 Lapua is the king of the sniper rifles these days and shoots a 350 grain bullet at 2800 fps or so. They kill bad guys at over a mile with that one.

The .50 BMG is really big. Mike Beasley has one on his desk. Everyone who picks it up thinks it's some sort of fake, unless they know big ammo. It's really huge with a bullet that weighs 750 grains and goes as fast the Lapua.

I don't have data on the Vulcan but hang on to your hat.

The bullet for the 30x173 Avenger has an aluminium jacket around a spent uranium core and weighs 6560 grains (yes, over 100 times as heavy as the M16 bullet, and flies through the air at 3500 fps (which is faster than the M16 as well)).

The gun shoots at a rate of 4200 rounds per minute. Yes, four thousand. Pilots typically shoot either one- or two-second burst which lets loose 70 to 150 rounds. The system is optimized for shooting at 4,000 feet.

OK, the best for last.



You've got a pretty good idea of how big that cartridge is, but I'll bet you're like me and you don't fully appreciate how big the G A G A U-8 Avenger really is.

Take a look...

Each of those seven barrels is 112" long. That's almost ten feet. The entire gun is 19-1/2 feet long.

Think how impressive it would look set up in your living room.

Oh, by the way, it doesn't eject the empty shells but runs them back into the storage drum. There's just so dang many flying out, they felt it might damage the aircraft.

Like I said, this is a beautiful design.

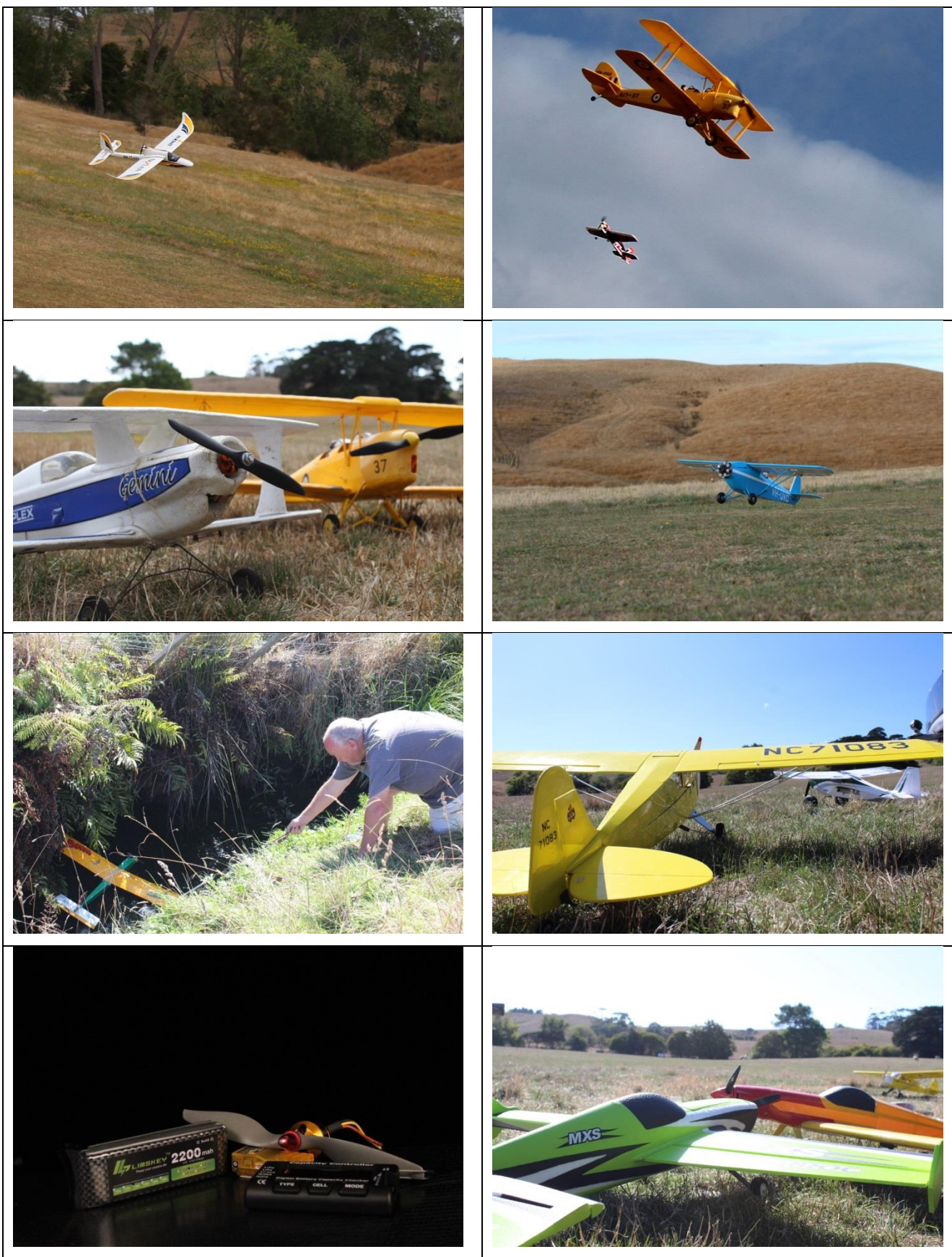
I'm glad it's ours.



***Irony. The opposite of wrinkly***



# Photos from Hamish Foley



*Elections have to strip to make ends meet*

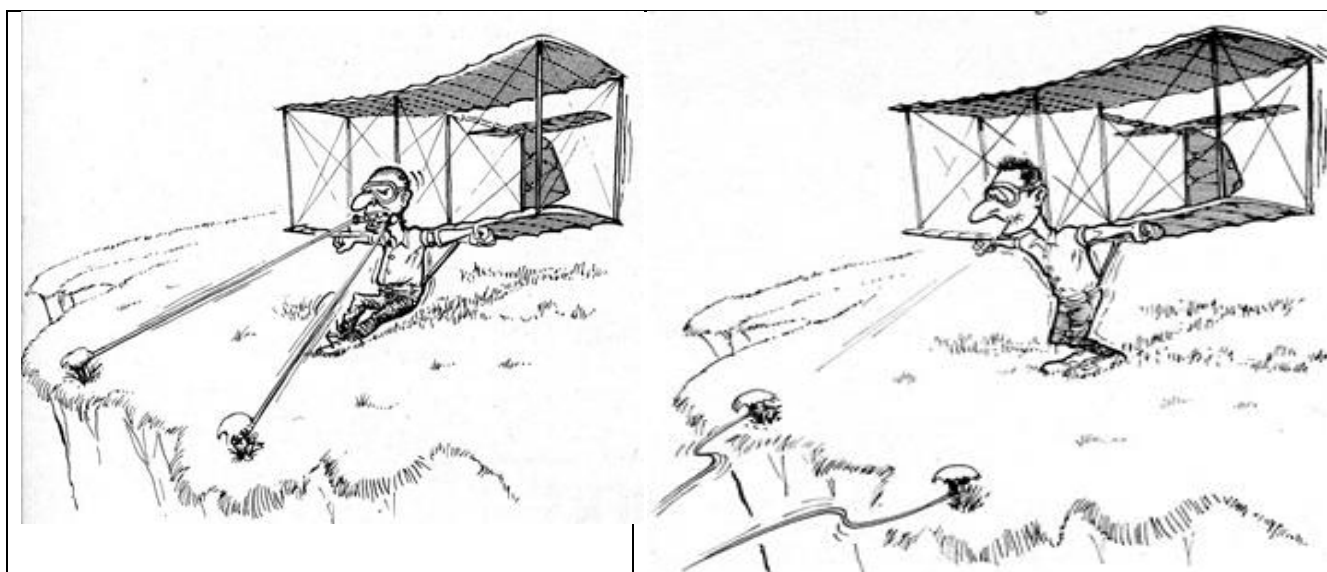
# TO ALL HCRF NON-MEMBERS

I you have not paid your club membership fees for 2020/2021, now would be a good time to do this. That way we'll all be happily up to date and insured !!!

Payment can be made to HCRF bank account number: ASB 12-3084-0191089-00.  
Or get in touch with Henny Remkes.

**Please use your NZMAA number as reference.**

<b>2020/21 FEES</b>	<b>MFNZ</b>	<b>HCRF</b>	<b>TOTAL</b>
<b>Senior</b>	<b>\$95.00</b>	<b>\$50.00</b>	<b>\$145.00</b>
<b>Super</b>	<b>\$95.00</b>	<b>\$45.00</b>	<b>\$140.00</b>
<b>Family</b>	<b>\$100.00</b>	<b>\$50.00</b>	<b>\$150.00</b>
<b>Junior</b>	<b>\$30.00</b>	<b>\$20.00</b>	<b>\$50.00</b>
<b>Associate</b>	<b>\$0.00</b>	<b>\$40.00</b>	<b>\$40.00</b>
<b>Storing a plane in hangar per Year</b>	<b>\$0.00</b>	<b>\$40.00</b>	<b>\$40.00</b>



With due credit to Aeromodeller Magazine.

*Despite the cost of living it remains popular*



## My Fairy Swordfish By Peter Denison



Pete Fairy Swordfish

Designer Clifford McIlwee (enlarged Traplet Plan)

Wingspan 72"

Weight 11.5 lb

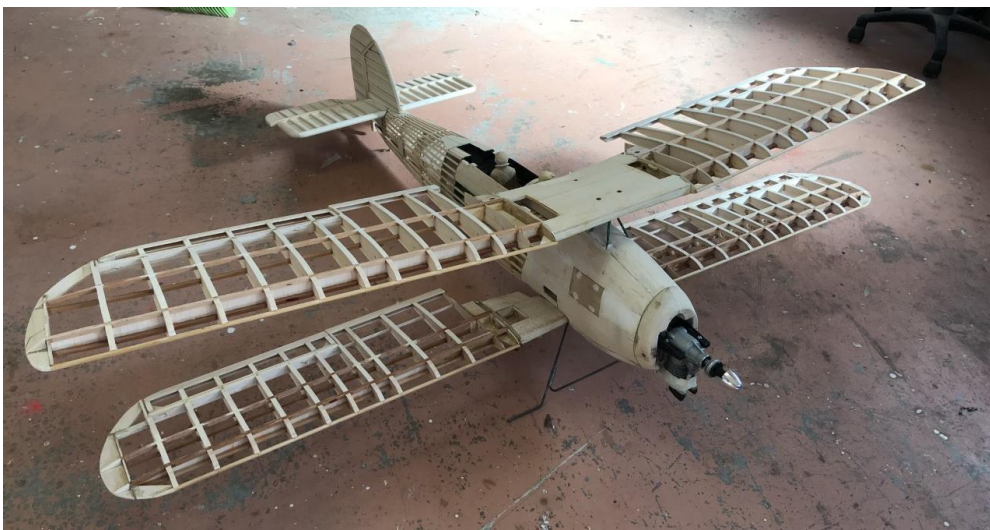
Engine OS Fs V 95

Well if there was anything positive about level 4 it gave me more time to work on my build project.

With the couple of day's notice before lockdown, I had just enough time to get down to good old Bunning's and grab some more balsa, glue, masking tape and sand paper. This enabled me to finish the fuselage to a stage that I felt it would be prudent to make a start on the wings. This was mainly so I could then check if the wing folding system, (it's a carrier born version,) would work as I hope it will.

I pinned the wings, ailerons, tail, tailplane, ect. together just to show myself that I had actually done something over the lockdown .

Still quite a way to go yet and will have to fit the rigging etc before I can test the hinges , still all interesting stuff .



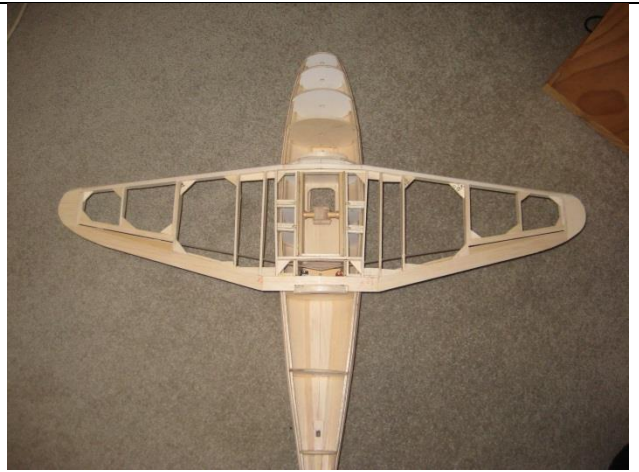
*I'm friends with 25 letters of the alphabet. I don't know Y.*



# ***AROUND THE CLUB***



Dayle Montgomery 18" IFO July 1971 American Aircraft Modeler plan. It was designed as a free flight with a .020 Cox fitted but I have gone electric. Is for throttle only flight.



Scale non-flying RC model of the Gloster Whittle, to be an orientation trainer and is based on the "Link" trainer, it will have climb/descend, each way bank left and right, left and right yaw, and 360 degree rotation. Dale Montgomery



Ian Mulquiney's beautiful Dauntless for the maiden flight, but unfortunately things didn't go the right way. Due to not enough power or didn't give it full throttle?  
Photos H Remkes.



*If you suck at trumpet playing, that's probably why*