

# 航空模型



October/November 2014

Issue Number 3, Volume 5

ALL ARTICLES/QUESTIONS/  
COMMENTS, SEND AN  
EMAIL TO:  
[rcjetmad@gmail.com](mailto:rcjetmad@gmail.com)



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# AEROBAT

VOLUME 5, ISSUE 3

JUNE / JULY 2014

## From the Editor's Desk...

*Scott Purdy*

Lazy Editor's Column Postponed Until Next Issue

Cover Photo of the Taupo Seaplane shot from a DJI phantom vision 2+

## CHRISTMAS LUNCH

*Hi Ho...Hi Ho ... It's off to lunch we go  
We will be celebrating Christmas Luncheon on:  
Sunday 16 November at 12 noon Valentines Wairau Road.*

*In the next few weeks I will be giving you a ring to see if you and your  
families will be attending.*

*Adults 27.90 per head  
Children 4 to 9yrs \$9.90 each and 10 to 14yrs \$12.90 each  
(To the oldies.) There is a discount with your gold card, please see me about this.*

*Regards Ngairé Ladd  
Social secretary (Weather  
Witch)*



# From the Presidential Suite



Greetings to you all

Its Sunday morning, the marine weather forecast is gale warning in force for all area, and folks this time they got it right, including the horizontal rain but at least it relieves me of the 'shall I go flying or not problem.



Now onto the good news , yes we are back into daylight saving thank goodness, evening twilight flying with Nigel the head chef on the BBQ !!!!! Thinks we must get him a big white chef's hat as a token of our gratitude. Boy its just brilliant isn't it what a lovely club we have!!! Roll on summer . Although looking back over our winter months of flying days I don't remember having too many weekends that have been complete washouts .

Last week I was watching again the flight test lads in the USA flying the Viggan would you believe 20 deg below zero wading through snow with smiles on their faces. I don't think we have a lot to complain about really.

I read in one of my RCM&E mags a few weeks ago saying not to use the wind as an excuse not to fly as it will greatly help one's confidence, so just get out there and do it. Ok so I did. "must have been a woman that said that" and she was right . I do now feel a lot more confident and have extended my time flying accordingly. Though obviously it helps if you have a model to suit the conditions. I admit at first I had to tie my knees together to stop them from shaking). Not kidding :O)



Leigh Gordon received his wings badge and is instructing new flyers who are using mode 2 , good on you Leigh .



Last meeting it was mentioned that the 3 month trial period for the proposed new flying times was not fair due to the lack of publicity. Consequently it was decided to extend the trial a further three months ending 3rd January 2015 at noon. We can then at the next meeting 2nd February discuss the pros and cons of the exercise and decide which way to go with it.

The trial flying times are as follows

The general Field Rules and no flying days remain the same

Please note that while the winch Gliding is underway the runway is closed and only hand launched models can be used from wherever the winch is in use. All pilots must be in talking distance to each other

# From the Presidential Suite



Standard Saturday , Quiet Electric 8:30:1200. Power 10:30 to 12:00. winch Gliding 12:00 to 3:00. Power and Electric 3:00 to dusk.

First Saturday of the Month, Winch Gliding 8:30 to 12:00 . Runway open, Power and Electric 12:00 to dusk ( if no gliding etc then revert to a standard Saturday, no rain day)

Sundays, Quiet Electric 8:30 to dusk Power 10:30 to dusk

Wednesday Quiet Electric 8:30 to 12:00 Power 10:30 to 12:00 then test flights only

Flying at other times Quiet Electric 8:30 to 10:30 Power 10:30 to dusk but limited to two test flights only .



The discussion whether to become an Incorporated Society continues. I have been looking into it and downloaded information from the net and my Solicitor. Those of you who were not at the September meeting and are interested in this debate Jim and I have the relevant information on hand to give out to you. So please ask. I am thinking of voting on this issue in December or in the new year.

Ross McDonnell and I went "on our allotted times" to the Council Offices to put our submissions forward regarding the Hibiscus and Bays Local Board Plan 2014.

For my part I informed them about our background, what we do, teaching, safety record etc. and sometime in the foreseeable future would need to re locate to another field. They seemed to be reasonably accommodating, asked good questions and promised to get back to me with someone who will help us look for available areas. Fingers crossed.

We have had the odd problem starting the lawn mower. Apparently the mowers low amount of use doesn't give the small battery chance to fully re charge. Nigel did the research and picked up a 10w SCA Smart Solar Panel charger, that will charge battery up and hold it without over-charging and it seems to be working ok.

OK that's about all from me folks,  
Happy flying and safe landing to you all

Regards

*Pete Denison*



*Add Photos on model, pilot, and instruments*

# From The Building Board Building a 1/4 Scale Super Decathlon Part III

In Part II the model construction and servo installation was complete and it was ready for covering.

I decided early in the piece to go with a Scale yellow and white scheme. Because the model is quite large the most economical way to cover it is using 5 metre rolls of covering but as I couldn't buy any locally I had to use 2 meter rolls with quite a bit left over (could be a few more small yellow models in the future !).



I think I must have picked one of the most difficult models to copy the original scheme with lots of stars and stripes all over it. The wings are covered completely in yellow solartex then the stars and striped made from black and white solartex were iron on top. The bottom of the wing also has 'piano' key blank and while stripes that took quite a while to do. All the seams of the trim were masked off and a clear lacquer painted on to stop them lifting. All up it took a couple of days just to cover and finish the two wing panels. The fuselage was fairly straight forward except it was quite large and bit awkward.

With the basic covering completed (I still haven't added the stars and stripes to the tail) I moved on to the cowl and wheel pants. These parts consisted on several vacuum formed plastic parts that had to be cut out and glued together. I'm not a fan of vacuum formed parts as they are difficult to work and get brittle over time. To overcome some of these problems I roughed up the inside with coarse sand paper and fibre-glassed the inside with light weight glass cloth. The external joints were filled with Tamiya white putty which dries very hard and is easy to sand off using wet 600 wet and dry.



# From The Building Board Building a 1/4 Scale Super Decathlon Part III



To paint the plastic parts I started with Tamiya white plastic primer spray cans and then top coated with colour matched spray cans (Car Colours in Albany will colour match and put the paint in a spray can for you, and it is really good paint !). The cowl was painted white then yellow to the top half and the wheel pants are all yellow. The hardest part was trying to get a warm day for painting (haven't had many of those lately) and keeping the kamikaze sand flies landing in the wet paint !

To complete the model I had to fit out the radio and batteries (dual pack with battery backer) and engine plus it's associated electronics which took me the best part of a day.

The morning before the maiden flight Scott and I set the model up on the front lawn and ran the engine for the first time. The engine ran perfectly and only needed a small tweak to the idle mixture to get a reliable idle.

The maiden flight was thankfully uneventful and the model only required minor trim adjust to get it flying straight and level.

To run-in the engine OS recommended putting 3 litres of 20:1 fuel through it. Being a petrol 4 stroke it is extremely economical so it takes quite a while to burn 3 litres !

We took the model to the MANZ rally at Taupo last month and flew it round and round and round....30 to 45 minute flights and still landing with 1/4 of a tank of fuel.



At the end of the day we had used up all the run-in fuel and switched to 50:1 which has allowed us to lower the idle considerably.



# From The Building Board Building a 1/4 Scale Super Decathlon Part III

The only problem we have had with the engine is the compression has increased significantly during the run period and the electric starter wouldn't turn it over on 12V. My Sullivan starter is rated to 24V so we are now running it on a 6S Lipo which has bags of torque to easily start the engine.

The model looks and sounds superb in the air and is quite aerobatic just like it's full size counterpart.

Now that the airframe is completed the next step is to add some scale detail to the cockpit. I have bought a 1/4 scale pilot and instruments from [www.iflytailies.com](http://www.iflytailies.com). They have some amazing scale detail components on offer and it well worth checking out just what is available these days.

Hopefully by the next magazine the cockpit will be complete and I can put this project to bed....and start another !

To be continued....



*Ross Purdy*



# Thermal Thaw

The Annual Mid Winter Thermal Thaw gliding event was held on Sunday 8th June 2014 at the Wainui Road field west of Silverdale and hosted by the Hibiscus Coast Radio Fliers club. It turned out to be a very good day I thought. The conditions were shall we say 'testing' with a NE breeze of maybe 15 knots at ground level and gusting to quite a bit more than that. Of course higher up it was windier. I noticed quite a few landings particularly of 2 metre gliders down by the fence over the creek at the western limit of the field. But there was little carnage to be seen which was good.

In all we had eleven flyers including Ted Bealing and Andrew Reid from Aucklandsoar. It was nice to see Kerry Surgison and also most gratifying to see two of the very recent recruits to our club namely Tim Huffan and Leigh Gordon have a go at the competition despite their having only just started on their model flying careers. Well done fellas. Leigh logged a very creditable second in the electric division.

During the course of the competition we had one shower come through which wet things a little but it cooperated by doing its thing while we had broken for the lunch time barbecue. This was all under cover (we are very well organised at the Hibiscus Coast club,) and the barbecue was yet another excellent one driven by our club captain Nigel Grace. Along with this Ngaire the Weather Witch supplied a large pot of very hot vegetable and ham soup which was so good that I for one was back for seconds. Other goodies plus tea and coffee were also supplied by Ngaire.

We ran the event to Thermal A rules pretty much and in three divisions to suit the type of models being used, these being Open class for the higher tech towline gliders, RES for the Rudder Elevator towline models and an electric model event for the likes of the Radians, Spectras and the like. Ted Bealing flew his F3B Viking and so was able to show off some highspeed zoom launches which would have impressed those who hadn't seen this sort of thing before. Andrew Reid had a high tech two metre ship which has a straight wing and multiple servos and is essentially a full house glider with ailerons and air breaks and can zoom launch a la F3B models but can also fly in the two metre class.

I entered my Sagitta 900 in the open class more to make up the numbers than anything else.. The RES class attracted six entries all two metre traditional gliders like Gentle Lady, Pussycat and Spirit. There were three entries in electric including a Radian and a Spectra.



Ted Bealing receiving the first prize and cup for "Open and Electric Class".



Daniel Leece receiving the prize for the most helpful on the day.

# Thermal Thaw

## The Results.

### Open Class.

Ted Bealing Aksoar 990  
 Andrew Reid Aksoar 902  
 Bryan Leeves HCRF 715

### RES Class.

Kerry Surgeson HCRF 846  
 Wayne Drinkwater HCRF 546  
 Ray Wood HCRF 500  
 Jim Hall HCRF 480  
 Ross McDonnell HCRF 464  
 Nigel Grace HCRF 327 DNF

### Electric.

Ted Bealing Aksoar 1038  
 Leigh Gordon HCRF 543  
 Tim Huffan HCRF 133 DNF

I hope everyone who flew enjoyed the competition. The results prove that this type of flying is not as easy as it might look. Thermal A is regarded pretty much as the leaners competition and there are quite a few competitions on the soaring calendar that are much more difficult. The top glider flyers regularly score within 2 or 3 points of the 'Possible' in Thermal A competitions that possible being 1380 points (I.E. 6 minutes exactly = 360 points plus 100 landing points in three flights out of the four flown).

Indeed over the years several people have registered the maximum 1380 points in official contests. These are very accomplished glider flyers indeed. If we want to score better we might have to hold a few in house competitions this coming year. What say?

Thanks go to all helpers, To Ngaire and Nigel for the lunch time efforts and also to the Auckland soar contingent for their travelling our field for the event. Thank you all. And thanks to our club members who took part. Next years Thermal Thaw will be held at Am-bury Farm Park in Mangere and will be hosted by Aucklandsoar.

*Bryan*



to

Leigh Gordon receiving the spot prize

# Photo's from around the club



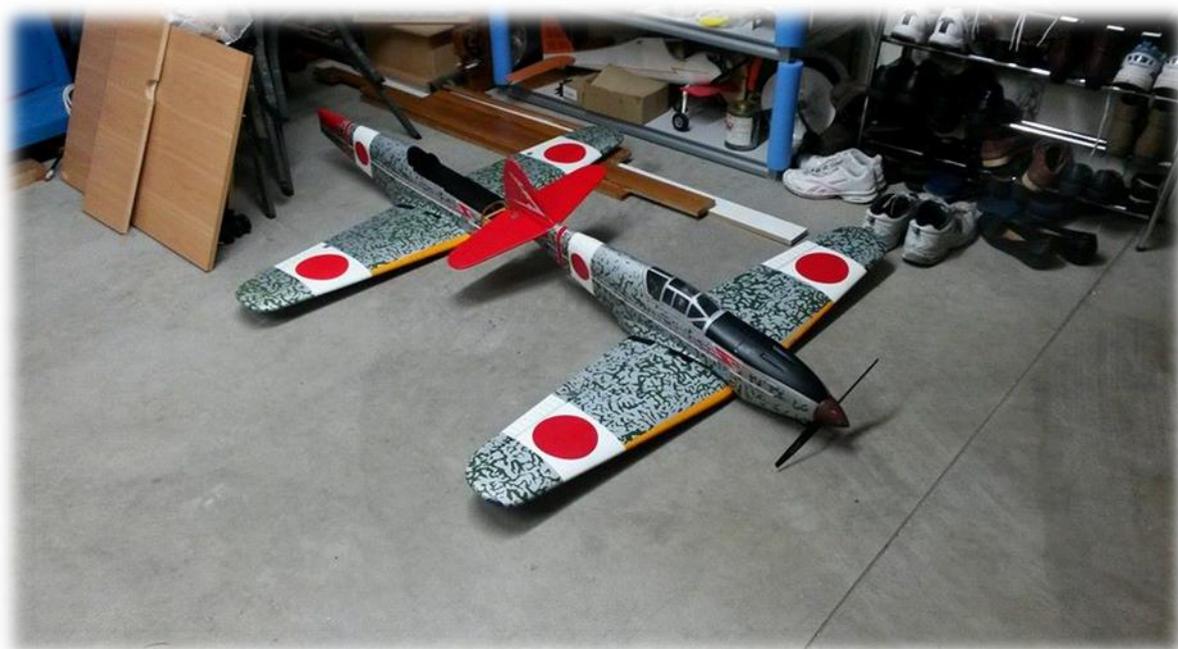
Wayne Set for flying



Wayne's Snipe



Bit Of Jet action last month



Double Trouble

# Club Calendar

Date	Day	Event	Where & When
<b>1 October 2014</b>	Wed	Twilight 1	Wainui 5-00 Pm
<b>6 October 2014</b>	Mon	Club Night	Whangaparaoa Guide Hall 7-30 Pm
<b>8 October 2014</b>	Wed	Twilight 1 Rain Date	Wainui 5-00 Pm
<b>3 November 2014</b>	Mon	Club Night	Whangaparaoa Guide Hall 7-30 Pm
<b>16 November 2014</b>	Sun	Christmas Lunch	To be advised 12 Noon
<b>7 December 2014</b>	Sun	Mini ODE	Wainui
<b>1 December 2014</b>	Mon	Club Night	Whangaparaoa Guide Hall 7-30 Pm
<b>3 December 2014</b>	Wed	Twilight 2	Wainui 5-00 Pm
<b>10 December 2014</b>	Wed	Twilight 2 Rain Date	Wainui 5-00 Pm
<b>28 January 2015</b>	Wed	Cross Country Prac- tice	Wainui
<b>2 February 2015</b>	Mon	Club Night	Whangaparaoa Guide Hall 7-30 Pm
<b>4 February 2015</b>	Wed	Twilight 3	Wainui 5-00 Pm
<b>11 February 2015</b>	Wed	Twilight 3 Rain Date	Wainui 5-00 Pm
<b>15 February 2015</b>	Sun	Wainui Intro Open ODE	Wainui
<b>2 March 2015</b>	Mon	Club Night	Whangaparaoa Guide Hall 7-30 Pm
<b>22 March 2015</b>	Sun	Open day	Wainui 8-00 am
<b>1 April 2015</b>	Wed	Twilight 4	Wainui 5-00 Pm
<b>5 April 2015</b>	Sun	Wainui Min ODE	Wainui
<b>6 April 2015</b>	Mon	Club Night	Whangaparaoa Guide Hall 7-30 Pm
<b>4 May 2015</b>	Mon	Club Night & A.G.M.	Whangaparaoa Guide Hall 7-30 Pm
<b>1 June 2015</b>	Mon	Club Night	Whangaparaoa Guide Hall 7-30 Pm
<b>21 June 2015</b>	Sun	Mid year Christmas	To be advised 12 Noon