

Aerobat -

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



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CLUB **INFO**

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COVER PHOTO

*Jim Hall looking happy
with his new plane.*

*See article later in this
mag*

Photo by Henny Remkes

H.C.R.F. Calendar 2019

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

Date	Day	Event	Where/When
1 Apr	Mon	Club Night	Pinewoods Hall 7.30 pm 23 Marie Ave
6 Apr	Sat	Winch Gliding	Wainui 8.30 am - 12.00 noon
4 May	Sat	Winch Gliding	Wainui 8.30 am - 12.00 noon
6 May	Mon	Club Night & AGM	Pinewoods Hall 7.30 pm 23 Marie Ave
1 Jun	Sat	Winch Gliding	Wainui 8.30 am - 12.00 noon
3 Jun	Mon	Club Night	Pinewoods Hall 7.30 pm 23 Marie Ave
16 Jun	Sun	Midyear Christmas Lunch	To be advised 12 noon



From the Editor's Desk



The spring equinox has occurred in New Zealand. On the 21st March, our sun passed over Earth's equator, after spending the last six months positioned above the southern hemisphere. This means we are half way between Summer and winter.

Winter will be a time for calm weather (apart from when it's not,) although it will most probably a bit damp under foot.

Great time to practice those spot landings, precision aerobatics and trimming so that your plane flies perfectly without any input from the pilot. Remember a plane should fly perfectly in calm air if you don't play with the sticks and it is trimmed properly.

Well the last twilight for the season has come and gone and we will soon be putting back out clocks so the curtains don't fade as much and the cows will once more know when to wake up.

It is time to tidy up the work shed and get down to some serious modeling. This year I might try finishing a few of the projects I have started instead of starting something new. (And most properly not finishing the new model either.)

This is what I like about modeling, the things that can be built is so mind bogelling that we are all spoilt for choice. One that has interested me is the Seible SI201. But here I go again, wanting to start something new.



Seible SI201

That's all fokes. May the ground not come up and smite thee.

Ross McDonnell
Editor

From the President's Desk

Greetings everyone,

Well as I've been away for nearly a month and only got back a few days ago you will have to forgive me if this is a short report.

Though my timing was superb arriving home(after a 14 hr flight) just 6 hrs before our last Twilight for the year and what a lovely sunny day it was , even though I was probably wandering around like a headless chook and talking more useless dribble than usual if that's possible.

But who gives a toss it was lovely to be back. It was a gorgeous evening everyone seemed to be having a lovely time catching up with friends along with great food and plenty of flying time.

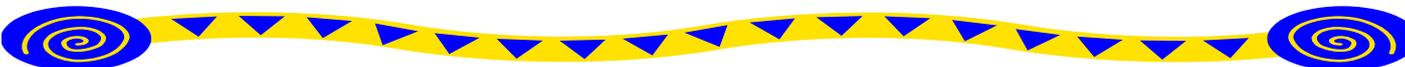
A plus while I was away. The lads got stuck into the top storage area and toilets, cleaned them down, sanded back the old paint on the doors and window frames and gave them an undercoat. Brilliant that sure put a smile on my face.

Next month is the AGM again. As far as I know the committee is happy to carry on (if you want us to) and at this moment in time can't think of any contentious issues, apart from the aerobat, so that will be an obvious discussion point. Hopefully the Pony Club will be out of our club house so we can gleefully chat about what we want to change inside our place :-)

Happy Landings

Pete Denison





Annual General Meeting

The AGM will be held
on
7:30pm Monday May 6th 2019
at
Pinewoods Hall
23 Marie Ave
Red Beach

Stealing someone's coffee is called Mugging.

This years fees are now due!

Fees 2019 TO 2020	Flying NZ	HCRF	TOTAL
SENIORS	88.00	\$50.00	\$138.00
SUPER	88.00	\$45.00	\$133.00
FAMILY	93.00	\$50.00	\$143.00
JUNIOR	25.00	\$20.00	\$45.00
ASSOCIATE	0.00	\$40.00	\$40.00
JOINING FEE NEW MEMBER		\$35.00	

Many thanks to the 17 members who have already paid their subs.

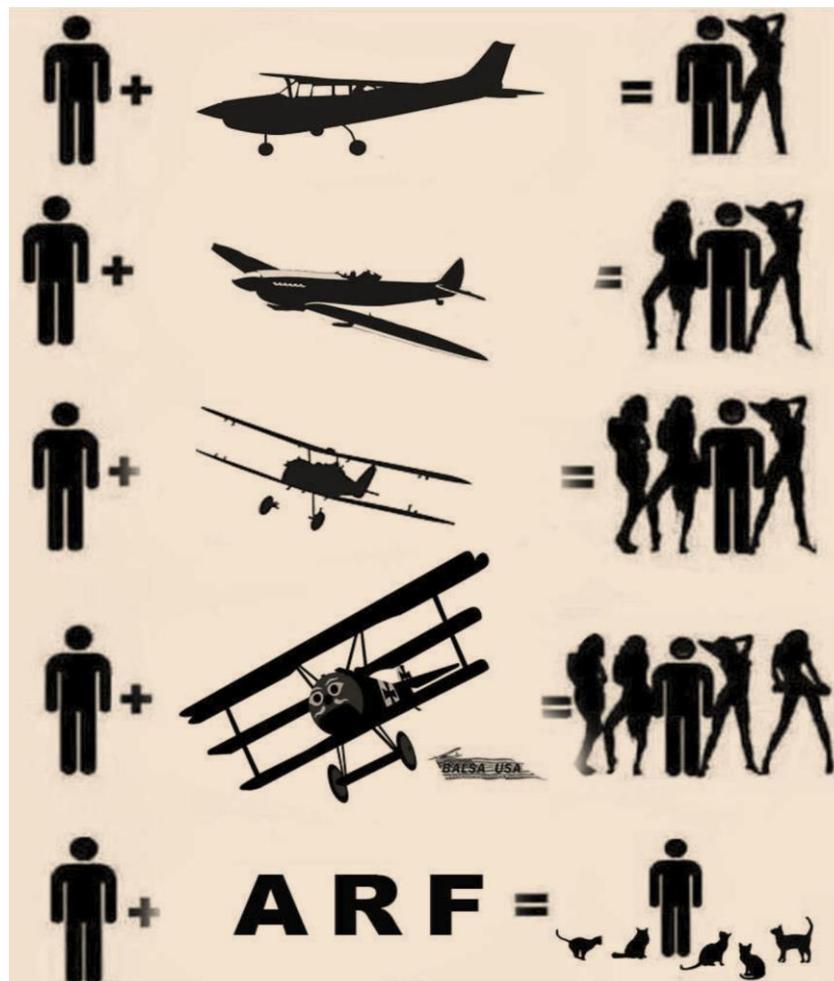
We look forward to receiving the remainder by March 31st. to allow us to send the required payment through to MFNZ which ensures everyone is insured and is eligible to fly at our field.

Payment can be made by: - Direct Credit HCRF 12-3084-0191089-00 (Name and NZMAA Number please,) or Cheque or cash to Secretary.

Henny Remkes
Secretary HCRF

Difference between those who build their own models, and those that don't.

(Courtesy Balsa Model Aircraft Builders Association)



Got my girlfriend a "get better soon" card. She's not sick, I just think she could get better.

Recognition of a Club Hero

I remember when a new member was introduced to the club. This chap was X-Wellington and an X-Public servant, but he seemed to be a nice person anyway. This put him in the perfect position to become the frequency control officer.



His flying, though good and steady was, to be quite frank, rather boring. So we went out of our way to teach him some bad habits. “Look at the great spin that happens when you put both sticks in the bottom right hand corner and leave them there and if you hold the left hand stick full back and when the nose goes up hold in full turn it will make quite a display.” He did seem to enjoy this type of flying to the extent that if you go down to the field now and there is a plane flying up side down, then it is most probably his.

This has made him an extremely good flyer to the point where he is now the senior instructor who has taught many students to fly and got them up to wings standard. I am of course talking about James (Jim) Hall



To mark Jim’s service to the club, its members and his 90th birthday a group of the members dubbed in and brought a Hobby King Hummer. This along with a Birthday cake, baked by Carmel, was presented to him at Wednesdays flying. Jim’s very happy with the plane, and everyone enjoyed the cake.

From all members of the club, thank you and Happy Birthday Jim.

Photos by Henny Remkes. (Though how he got in some of them I don’t know Ed.)

Don't trust atoms, they make up everything.

Glow Engines 2 stroke vs. Electric Motors

IC Cu. In.	Horse power Approx.	Watts	Cell count	A motor that would fit
10	0.3	250	2	AXI 2217
15	0.4	300	2	AXI 2820
20	0.4	300	2	AXI 2820
25	0.6	447	2-3	AXI 2826
35	0.7	522	3-4	AXI 2826
40	1.0	750	4	AXI 2826 or 4120
60	1.3	975	6	AXI 4120 or 4130
90	1.6	1200	9	AXI 5320 or 4130
1.20	3.0	2250	10	AXI 5330
DA-50	5.0	3750	10	AXI 5330
DA-100	9.8	7311	Double 10	Double AXI 5330

*Useful charts to hang
in your hanger #2*

Which Electric Motor is equal to what Glow Engine?

From wattflyer forum.

One of the biggest confusions for most people selecting an electric motor is, "What is a watt?" The glow guys are used to horsepower and electric power systems are measured in watts.

**1 hp = 746 watts.
or about 750
watts.**

Don't go by the max rating for HP that engine manufacturers publish. That is a MAX figure and very seldom is an engine for sport use operated at that figure. The H.P. drops off quite a bit when the RPM is not at the rated figure which is usually around 16,000 RPM's or greater.

How do you get watts. If you look at the motor specs you will most probably see something like, "Number of cells = 2 – 3 Amps 30 – 45." this means it will be from about 220 to 440 watts or more likely about 75% of what the manufacture says so 165 to 330 watts depending what the number of cells is.

(Watts = Volts x Amps)

Most motors come with numbers like 2820/8 or 2820/14, so what's the difference? The last number (8 or 14) is the number of turns of wire on each poll. Less turns means you can put thicker wire in the same space, thicker wire with less turns means more current draw (amps,) and from the formula above more watts.

So if I was looking for an electric replacement for an OS35 two stroke in a trainer/sport model I would be looking for around a 2826 in my price range that the manufacturer rates at 696 watts. (Remember the manufacturer most probably overrates his motors by about 25%.)

Behind every angry woman is a man who has absolutely no idea what he did wrong.

“THE WITCH IS DEAD” – “LONG LIVE THE WITCH”

Photos by Henny Remkes

On the last twilight of the year there was a very big bright Blood Moon that rose at the eastern end of the flying site just before dusk.

As this moon cleared the trees the witch, which had been flying perfectly all night, took a nose dive from about 150 ft into the ground. As can be seen from the photos with the then pilot, Ian McEwen, the damage was quite extensive.

It can be rebuilt. Long live the witch!



An unemployed Jester is nobody's fool.

AROUND THE CLUB



Peter D making the clubrooms our own.
The mural is coming on a treat
Photo John Clark



Dave Kilsby's Compering swift from RCM&E plans.
It is a model of one first registered in New Zealand 7/11/16 as ZK-UVC. Registration was cancelled 7/6/18 when it was sold and returned to Australia as VH-UVC.



Wayne Drinkwater's CanDoo built by Peter Boyd
from a RCM&E plan in December 2013 issue.



Ian McEwen's Super Sportster. 72", (just over 1.8 Meters in continental) and runs a 120 Thunder Tiger. Built from a kit.