

Auckland Soar

Radio Control Soaring Club

Issue Number 165

November - December 2011



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Editor's Notes

On the Cover : Tony Gribble's Space on approach at Ambury recently.

Hi everyone,

Been a 'quiet' couple of months on the flying front, what with being off Ambury and the bad weather thereafter. Even the old stand-by of going slope soaring (usually at Mangere Mountain) during the Ambury 'lambing period', has not been as regular this year as in past years due to the bad weather!

There have been only a couple of flyable days at Ambury since we got 'back on' the field. Therefore this issue is somewhat 'light' on both photos and Ambury activity. Hopefully, a long hot and wind-less summer awaits us.

If you have been to Ambury recently, you will have seen the small hut that has been erected off the road near the fence of the field we use. This is an information centre for the park and also contains a phone link to the farm staff.

So just remember, if you are first to arrive on the field and even if there are no cattle/sheep on the field, either check with the farm staff directly (if they are about) or use the phone in the hut, just to double check that it is okay to use the field. Don't just drive in and start flying! (See page 5 for details of the phone in the hut)

Also be aware that the park seems to be becoming more and more popular with both members of the public and organisations. Quite often recently the BBQ, car parking areas and adjacent field have been heavily populated.

If this is the case, just exercise a bit of common sense and don't fly that model over the area the public are using. Also be aware that the public still have the right to enter the field and walk around if they so desire. Even if we are flying, we still do Not have exclusive rights to the field. It is a public park after all!

Talking of Ambury, the recent 'farm day' held there seemed to be a roaring success. Some of us were Slope soaring on Mangere Mountain that afternoon and from our vantage point it looked like a large crowd was there. (See page 4 for a pic of the farm day... 'from the hill'.)

Even Prez Dave Crook had all sorts of traffic difficulties getting to and from his old residence close to Ambury.

Well the results of the portable landing strip poll are in.

Ten people voted:

Nine for 'Yes' to having a portable landing strip at Ambury.

One voted for the 'Don't Care' option.

So, based on the results above, your committee are now looking purchasing suitable material for said landing strip.

Thanks to Tony Gribble, Andrew Reid and Dave Crook for copy and images for this issue.

That all for this issue - happy flying.

Brett

Coming Events

AS - AucklandSoar championship points

November 2011			
6th	Fly for Fun		Ambury
13th	Thermal I (HLG)		Ambury
20th	Electric Event		Ambury
27th	Thermal H (2 Metre)		Ambury
December 2011			
4th	Thermal A		Ambury
11th	Xmas BBQ		Ambury
18th	Fly for Fun		Ambury

Prez Sez - Dave Crook



Welcome to the spring edition of the bulletin. Ambury is once again clear of sheep and the Ambury Farm day has been and gone.

This event is becoming more popular by the year. I went along for an hour or two the other week and was amazed at how much it has grown. I haven't heard of the official numbers but 10,000 plus would be my guess on the conservative side.

While we have had a presence there in the past with both static and flying displays all the paddocks are now fully utilised with activities so being able to have a flying display is now out of the question. Just think about the health and safety issues if there were an accident. Another static display was a possibility but this always comes back to the same people doing the work, so it was decided earlier in the year not to attend.

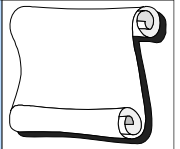
However, it was a great day to observe what was going on at Ambury from the top of Mangere Mountain as the wind was blowing in from the right direction. Laurie, Tony, Brett and myself therefore spent a good couple of hours flying and enjoying the view. (see pic below - ed.)

With a bit of luck the fine summer weather will always arrive in time for every weekend and make for brilliant flying weather wherever you are.

Dave



Club Notices



FLYING AT AMBURY

As we don't want to get on the wrong side of the Rangers.... remember:

If we do get that perfect day and you feel the need to have a fly; you get to Ambury and there are no people flying or sheep on our usual field **Do NOT** just wander in and fly.

Please, take the time to find one of the Rangers and seek their permission to fly on the field.

(See also below for a new method of contacting the farm staff)

Also do **Not** just drive onto the field without seeking permission to do so first.

(The park staff can get a bit annoyed if you just drive on in - as the field can be quite soft underfoot - especially over the winter months - and cars do cut it up a fair bit.

We have a good relationship with the Park Rangers - let's not ruin it.

Also Note - Ambury is now a non-smoking park!

Field Safety

Just remember to get another person to check that model over Before you fly, even if you have flown it last week.

Also, don't just walk a couple of paces into the field or away from the cars and just throw the model off.

Most Sunday's there are quite large numbers of people in the park including children - so you need to ensure if anything were to go wrong that you are a sufficient distance away from them for safety.

Our tenure of the site depends on our good safety record - lets not put it at risk!

To quote from an old TV program "Let's be careful out there!"

Pegboard and Spots

Yes, we know most people have now converted to 2.4 GHz gear, but there are still a few around that haven't.

So if you are still using 27, 35 or 40 MHz gear - why not just get the pegboard out before you fly, just in case!

If you are First to arrive at the field - why not also just wander over to the shed and get the pegboard out anyway.

There have been several occasions lately when several members have been flying and no pegboard was in use!

Please make an effort - for safety sake, if nothing else!

Same deal at the end of the day - how about putting the pegboard / landing spots or other equipment used during the day Back in the shed.

Let's all help with this and not just leave it to the same people all the time!

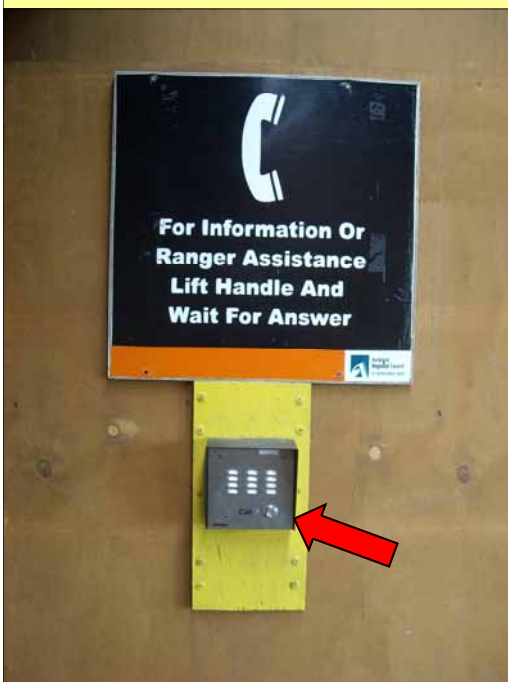


A NEW METHOD OFF CONTACTING THE FARM STAFF AT AMBURY

If you have been to Ambury recently, you will have seen the small hut that has been erected off the road near the fence of the field we use. This is an information centre for the park and also contains a phone link to the farm staff.

A small point is that there is No 'handle' to pick up!

We assume you use the button below the speaker?



AucklandSoar
Radio Control Soaring Club

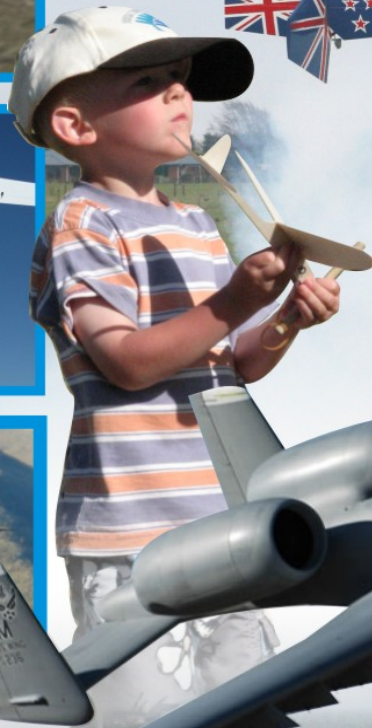


aeromodelling

a sport and a hobby



www.modelflyingnz.org



National Model Flying CHAMPIONSHIPS



Clareville Showgrounds, Carterton Mon 2nd - Sat 7th January 2012

Event details and entry forms are in the September issue of the Model Flying World or on the MFNZ web site at: <http://www.modelflyingnz.org/>

Thermal News



Thermal A at Ambury on 30 October 2011

Finally, after what seems forever... a fine day. A bit breezy upon arrival at Ambury, but flyable and that was all that mattered..

Ted and Aneil had been down there since 8:00am!! - sorting out the HLG's for the big comp in Christchurch the following week and did not take part in the Thermal A comp scheduled. Chris Kaiser arrived later and also opted to forgo the comp in favour of some HLG fine tuning.

So five signed on to fly the comp. After setting up at the bottom end of the field, a start was made around 11:00 am. Denis Horner joined the 'fray' with his electric model, the rules were just 'modified' for him to do a climb to a certain height and then shut down the motor and then do the Class A task as normal.

Round One

Pretty well everyone got the time except two. While the wind was not that strong and thermals were around (the HLG boys were finding them okay) it was hard work finding a patch of sky that was 'working'.

Considering the lack of competition flying in recent months, the standard of landings was quite good.

Round Two

The wind had started to freshen and there was quite a bit of turbulence down low as well. Lots and lots of 'potholes' in the air, even higher up! This made for some less than stellar flight times in the round. A couple of zips in the landing stakes too, added to the misery for a couple of entrants.

Round Three

The wind was getting stronger and stronger and getting that six minute time was quite elusive to almost everyone, except Andrew. He really milked a patch of reasonable air for all it was worth to get the time and then topped it off with an almost perfect landing. Brett managed just over the five minute mark before bailing out and ensuring he got perfect landing points. Tony had a flight he wanted to forget, although it was better than Laurie's score that, although Laurie flew, his time never made it to the scoresheet! Laurie gave it away at that point not wanting to risk his Supra in what were becoming difficult conditions. Denis was having a fun time getting any sort of time, even after getting good height from his engine run. Landing was also an adventure for him..... but practice makes perfect Denis!

Round Four

Four flew but only two put in times. Yes, it really was that bad! The wind strength was increasing and the air was very uncomfortable to fly in let alone find lift in. Andrew again doing a masterful job in the conditions for a near 'max' flight. Landing approaches, by now, were really becoming difficult with models being thrown around in the air and it being very hard to get a model in a stable 'slot' approaching the spot. Most got caught out and elected to just put the model down in one piece to be flyable another day.

Overall, a definite lack of 'match practice' was evident not to mention an improvement in thermal finding skills being required.

But at least we flew the comp and all got through it with no damage, which has to be good.

Congratulations to Andrew for a good win and to Denis for having a go.

At least it was warm, fine and sunny, which is a lot better than it has been in recent months.

RESULTS

	ROUND												GRAND TOTAL
	1			2			3			4			
NAME	FLT	LD	TTL	FLT	LD	TTL	FLT	LD	TTL	FLT	LD	TTL	TOTAL
Andrew Reid	358	85	443	358	95	453	359	95	454	358	70	428	1350
Brett Robinson	337	100	437	227	90	317	311	100	411	0	0	0	1165
Tony Gribble	244	80	324	255	0	255	273	50	323	0	0	0	902
Denis Horner	351	70	421	238	0	238	120	0	120	160	0	160	819
Laurie Jackson	358	90	448	216	85	301	0	0	0	0	0	0	749
												7	

Thermal News



Thermal A at Ambury on 30 October 2011 - Photo gallery



Top - the intrepid fliers Tony Gribble, Andrew Reid, Brett Robinson (kneeling) & Laurie Jackson.
Middle left - Tony Gribble's Stork heads for the spot.

Bottom left - Electric flier Denis Horner and timer Andrew Reid.

Middle right - Tony Gribble's Stork comes up a bit short.

Bottom right - the entrants from a different angle.

Thermal News



F3J NZ Team Trial - Hawke's Bay 01/02 October

A good weekends flying saw 12 rounds of F3J flown in the Hawke's Bay last Saturday & Sunday.

Overall results below. A write-up and photos to follow in the MFW.

Congratulations to Joe, Scott & Chris for their top three finish and a chance to be in the 2012 F3J team.

Rank	Name	Score
1	Wurts, JOE	11,000.0
2	Chisholm, SCOTT	10,964.0
3	Kaiser, CHRIS	10,873.6
4	Dawson, CRAIG	10,861.7
5	Zaalberg, SVEN	10,839.3
6	Botherway, KEVIN	10,558.4
7	Patel, ANEIL	10,490.8
8	Griffin, DAVE	10,208.1
9	Duffell, KEN	9,672.9
10	James, DAVID	9,283.3
11	Bilham, WAYNE	9,062.8
12	Bealing, TED	8,376.2
13	Shaw, JOHN	6,797.6
14	James, RHYS	1,405.1
15	Williams, PETER	0



David James
For NZ Soaring SIG

NZ F3K Team Wins the Trans Tasman in Melbourne.

The Kiwis did it again. Kiwis 1st 2nd 3rd which clinched the TT trophy for 2011!

Kiwi Team - Peter Williams, Joe Wurts, John Shaw, Andrew Niles, Kevin Botherway, Helen Gray-Williams.

The Australian champs were flown first in great weather on the Saturday with some big hits on the score board Peewee (Peter Williams) flew his pants off and overall was in first place in the prelims (14 odd rounds)

Early Sunday morning we had showers coming through regularly which made for a late start and the fly-offs were six rounds with Joe Wurts 1st overall, Marcus 2nd, Peter Williams 3rd, Kevin Botherway 4th and John Shaw 5th.

Then the Trans Tasman started. Three fliers from each country and the Kiwis having a plan to ensure we got at least one 1000 every round, which after the full six rounds we achieved, but I won't say with ease.

The wind was right up there blowing very hard in some challenging conditions with lots a pilots landing out in several slots. Even with massive height, coming back home was very hard with the height loss being huge and then having to make it back into the box.

The final out come Pete 1st, Kev 2nd, Joe 3rd.

Trans Tasman trophy to NZ again!

Many thanks to the guys over the ditch; Gerry Carter for running the comp as CD, also John Day who showed some great hospitality at his place on Saturday night - what a fantastic location!

Brett Anthony who was helping with all the equipment and set-up.

Awesome guys we will be back!

Kevin Botherway



Slope News

Recent Sloping on Mangere Mountain



Pics of the Jackson, Crook & Gribble antics on the top of Mangere Mountain on two recent occasions.



Right - the revamped Dave Crook Weasel.



Slope News



A different Slope venue - Maori Bay Muriwai



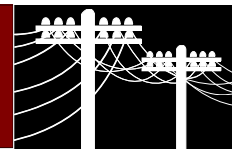
Top - The maiden launch of Ted's Speedo.

Middle left - Ted Bealing's new 'Speedo' slope soarer in the air.

Middle right - Speedo chasing a seagull!

Bottom left - Ted doing a retrieve.

Bottom right - the hilltop flight line



Burp – an outdoor version of an indoor model

Tony Gribble

The following relates to the original - use different dimensions/materials if you wish.

The design was taken from a small drawing of the Chirp design in one of the Model magazines and modified to suit the materials I had on hand.

The wings are from 9mm EPP with 5x1 mm C/F strip glued on the LE and TE for $\frac{3}{4}$ of the span.

The tail and fin are from 3mm Polystyrene with 6x3mm balsa fixed with PVA at either side of the hinge lines. If using 'Deco' type hinges pre-slot the balsa before gluing to foam surface.

The fuselage is from approx 6.5mm C/F tube from the wing spar of an old slope soarer, with 6.5mm balsa glued to bottom and shaped to suit the C/F tube – taper balsa towards the rear of the fuse to keep rear end light.

The undercarriage is made from 3mm C/F tube with suitable bits of wire bent to suit the wheels and epoxied into the ends of the c/f tube, wheels (40-45mm) held on with washers and silicone rubber tube.

The wings had a V slit in the bottom surface that was then glued up and fixed to the two outer "ribs" to create an airfoil section with the middle two ribs either side of the wing uprights fixed after wing is in place.

Missed from plan – wingspan 710mm

The servos are a press fit in the EPP tray to fit your battery and CG location, Rx and ESC velcroed to underside somewhere.

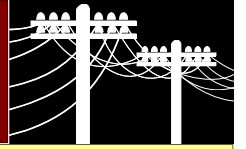
CG is somewhere near the slit in the underside of wing e.g. 30%-ish, it is not critical as a larger battery can be banded to the tray without affecting the model unduly.

The model is quite aerobatic, (for a rudder /elevator model) probably because it is somewhat overpowered, and will loop, roll and fly inverted and does great touch and goes. Takes off from grass in about two feet and will also handle as much wind as you feel comfortable flying a "park flyer" in. (Plan on next page - ed.)

Have fun!

Tony Gribble





Burp – in the air

Tony Gribble



A visit to - a postscript

Following the recent visit to Airsail in South Auckland by some club members, the following additional photo's were given to me later on by Tony Gribble .

They will give you an idea of the great strip John has at his disposal and also the layout of the shop.

Why not pay then a visit? From the accounts the guys that visited recently gave me, it was well worth the effort.





How To Make Foam Templates Easily

If you build and fly model sailplanes you are probably a victim of the "better foil" conundrum. That is; your best efforts to try as many airfoils as possible are "foiled" by either the time or expense problem. The proper method for trying or evaluating several different airfoils is to install them on the same plane with the same plan form. Most planes are offered with, at best, two different foil options. Beyond this you must make your own.

Most modern slope and electric wings are bagged fibreglass/carbon over a foam core. Some are wood over a foam core. The assembly process of these wings is actually very simple and quick; especially if you have someone walk you through it the first time. The supplies needed to make and bag foam core wings from scratch can be used for any wing on any plane, EXCEPT for the templates used to cut the foam cores! Many, many foam cutting machines lay dormant across the country due to the fact that cutting, sanding and polishing accurate templates is a daunting task at best. Especially when you consider that the templates may be used for two sets of cores at the most. Most experienced builders can assemble, bag and finish out a set of wings in a 48-hour period (less than half that time if you are sheeting with wood and glue). The problem is that you can add an additional 3- 4 hours just to cut the templates for the cores. What if you use them only once? I hate cutting templates! The following is the first of two methods I have come up with for cutting templates.

This first method is designed for a maximum of several wings. It is a proven method that I now use at least once a week. All my planes now have at least two wings with different foils to choose from. Take your airfoil plot right from your printer ("Compufoil") and use 3M spray adhesive to attach it to a piece of art tag or poster board. The stuff I use is from the local grocery store and is very thin and dense, although flexible (very important qualities). Its actual thickness is .014 inches. Make more prints than you need. Several will be lost to practice and set-up.

Now, get a pair of NEW, yes NEW (I said new) fabric grade scissors. I use a NEW pair of modern scissors and they make all the difference in the world. Very carefully and accurately cut the templates from TE to LE so that any mistakes will be such that the wire passes over rather than getting caught. Accurate scissors use is a worthy skill to master. Practice, practice, practice! Use only the deep section of the scissors; never cut out to the tip. Never allow them to slip backwards while opening them. Hold them securely (not too tight) against the exact spot where the last cut stopped.

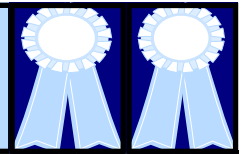
You have to use whichever method you feel works best for the design of the approach and run off ramps on the templates. Experience helps.

Turn on your bow/hot-wire and turn up the juice. Place a piece of scrap poster board on the wire and see if it burns or changes colour at all. Turn the power down so that it is significantly lower than the burn or charring temp of the poster board. Make sure to leave the poster board on the hot wire for a good 20-30 seconds for this trial. I have a digital ammeter hooked up and I set it to .5 amps less than the point where I can see the poster board barely begin to brown. At this temperature the cut will be slow for blue foam, but it will work great once you get the machine set up properly. Note that the 3M adhesive will "cut" with the hot wire so you don't have to worry about snags.

It is your choice how you hold the templates to the cores. I personally have a production table that clamps them upright. You can spray glue them to the edge of the foam or pin them as the instructions say in the Feather Cut manual. You will need to alter the weight on your bow and on the pull strings to work with the templates. Once you get it working you will not need to do the R&D again, just remember your settings. Note that my table holds these paper templates upright with no side support. They have more than enough strength on their own to support a properly set up/weighted foam cutter bow/system. I do have to help the bow up the approach ramp, but I have to do that on some of my "hard" templates too.

The second method I have come up with is the same as the first, except that you spray glue the templates to a VERY thin piece of aluminium/steel shim stock instead of the poster board. The metal is so thin that you can cut it with the same scissors I mentioned earlier. These templates are much more permanent and reusable. The shim stock can be found at a sheet metal supply house. Take your scissors to test, it should cut very easily.

CLUB POINTS UPDATE



2011/2012 THERMAL CHAMPIONSHIP

	Thermal Thaw	Thermal A	
NAME	12/06/2011	30/10/2011	TOTAL
Les Stockley	9		9
Chris Kaiser	8		8
Dave Larsen	7		7
Aneil Patel	6		6
Laurie Jackson	5	1	6
Andrew Reid		5	5
Ted Bealing	4		4
Brett Robinson		4	4
Cai-Uwe Jurasik	3		3
Tony Gribble		3	3
Simon Vandy	2		2
Denis Horner		2	2
Robert Moody	1		1

2011/2012 OVERALL CHAMPIONSHIP

	Thermal	Electric	Slope	TOTAL POINTS
NAME				
Les Stockley	9			9
Chris Kaiser	8			8
Dave Larsen	7			7
Aneil Patel	6			6
Laurie Jackson	6			6
Andrew Reid	5			5
Ted Bealing	4			4
Brett Robinson	4			4
Cai-Uwe Jurasik	3			3
Tony Gribble	3			3
Simon Vandy	2			2
Denis Horner	2			2
Robert Moody	1			1