

# ***Aerobat.***

***December/January 2016***

**Issue Number 4 Volume 16**



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## **COVER PHOTO**

Peter Dennison's  
Wots-wot on finals  
Chris Foss design,  
50" span,  
4Max 580kv 1580W  
motor and a  
5s 4200 Lipo

## **H.C.R.F. Calendar 2016/17**

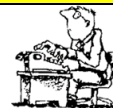
Pony Club events Yellow highlight have now been confirmed by the pony club Sept 2016

Pony Club Rally days are every Tuesday afternoon at the field starting September 2016.

As usual our fixed flying times are every Wednesday, Saturday and Sunday morning.

Date	Day	Event	Where/When
3 Dec 16	Sat	Winch Gliding	Wainui 8.30 am - 12.00 noon
5 Dec 16	Mon	Club Night	Whangaparaoa Guide Hall 7-30 pm
11 Dec 16	Sun	Visit from Springhill Club and Bar-B-Q	Wainui 8.30 am
7 Jan 17	Sat	Winch Gliding	Wainui 8.30 am - 12.00 noon
1 Feb 17	Wed	Twilight 3	Wainui 5-00 pm
4 Feb 17	Sat	Winch Gliding	Wainui 8.30 am - 12.00 noon
6 Feb 17	Mon	Club Night	Whangaparaoa Guide Hall 7-30 pm
8 Feb 17	Wed	Twilight 3 Rain Date	Wainui 5-00 pm
12 Feb 17	Sun	Wainui ODE	Wainui
22 Feb 17	Wed	Cross Country Practice Evening	Wainui

## **From the Editors Desk**



You may have noticed a new format for the Aerobat this time. That is because your mate and mine (Me,) are back again to enlighten/bore you, make you smile/make you groan and even hopefully inform you about the club or aero modelling in general.

There is some talk about whether the Aerobat has passed its use by date and if there is any need for it at all.

History from other clubs has shown that if the club magazine is only made available by Email it will within two or three years stop being produced as very few members actually read it

It seems that if it is an electronic copy it will be seen by one person who only looks at the pictures and then deletes it. If it is a hard copy it will sit on the coffee table and be read during the ad breaks by the whole family. As we are a family club the hard copy seems to be the way to go.

I look forward to members sending articles about what is happening in their workshops regarding new building ideas and what to look forward to seeing them fly in the future as other members love to hear what you are doing. You never know, you might even inspire others.

Ross McDonnell  
Editor

# **From the President's Desk**

Greetings to you all.

I imagine as last year your thinking as I am, where the heck did the year go it's not December surely. Well to prove it , we've just had another lovely Christmas Lunch, a large number of members turning up, and as far as I could see a great time was had by all, a big thank you to Henny, Carmel, and Nigel for making it happen,

Plus at the time of writing a Twilight on Wednesday to look forward to, so I think life's is pretty good and summer hasn't even started yet.

We have a brand new Mower at long last that cuts down to 25 mm, Jim (after a few laps) raced around the strip at the incredible speed of 10 mph, definitely needs a crash helmet with a visor so he's a happy chap.

At our last meeting we decided to have our open day every other year, so 2018 will be our next one. We are looking at having more Inter Club invites, so on the 11th December we have the Springhill Aviation lads coming down to have a fly with us and a BBQ.



That will be our last club event (apart from normal flying) until the grass is cut for Hay in January , and while on that

subject Richard has indicated that he is using most of the field for Hay but is allowing us to park in our normal place as well as over by the large container along the fence line, driving through close to the club house.

**Please note there is no Club meeting in January. The next one is 6th of February and remember the Twilight on the 8th February.**

So everyone on behalf of the Committee and myself, we wish you all a safe wonderful Christmas and New Year

Happy landings  
Pete Denison



Jim bracing himself for the terrifying acceleration of the new mower

**46" heavy-duty, stamped twin-blade cutting deck.**

**22 HP Kohler V-Twin OHV engine.**

**Deluxe hydrostatic transmission.**

**Will cut from 99mm down to 33mm in 12 steps**

**Has a massive top speed of 8.8 KPH.**

So I rang up Spark, I said 'I want to report a nuisance caller', he said 'Not you again.'

## A Report from Chesil Model Flying Club

Some of the older club members might remember this old UK/NZ flier taking his 'S' wings certificate in July 2007 with Ross and Ray helping him to make the grade with Peter Boyd's electric model.



Since then I have settled into retirement in England and been a member of the Chesil Model Flying Club ([www.chesilmflc.com](http://www.chesilmflc.com)) and took my UK 'A' certificate in the same year. Your members might like to look at the club website which will give them some insight into how it all works. They will also notice that I am the 'official' club grounds maintenance officer which simply means that I sit on the mower and mow the runway once a week during the growing season and much less during the winter months. *(Do you want an extra title to add to your resume Jim? Ed.)*



My Great Planes Piper Cub has a 75 Inch wingspan and has an OS 70 FS engine

Our club is based on a farm just outside of Bridport in the West of Dorset and we fly off the centre of grass runway used by full sized two-seater aircraft and microlights etc. The site rules are simple- full sized aircraft are required to circle the runway prior to landing to give the model fliers time to land and get out of the way. I have had one

or two close shaves when mowing and haven't heard or seen a full size coming into land!!!

We have about 50 club members on the books at the moment and meet at a local pub once every two months when we either have the occasional member talks on various aspects of flying or table top sales etc. There is usually a raffle and the pub provides sustenance usually in the forms of sausages and chips during the course of the evening.



My Magnatilla wingspan of circa 60 inches and a SC 52 FS engine



My 4Star60 which has the 91 engine in it from my old Bristol Fighter which crashed beyond repair after

As for me, I have limited myself to a maximum of ten aircraft (my transmitter will take 30) and these keep me busy with repairs and modifications in one form or another. I am not an official trainer but I do, quite often, give new flyers a chance to fly my old Peter Boyd electric

which is still very forgiving after all this time. Probably my favourite planes at present are my Piper Cub, my Magnatilla and my 4Star60.



The old Bristol fighter had done 226 ten minute flights before destroying itself with one bearing replacement during the engine life.

Kind regards,  
Peter Brock

I saw a documentary on how ships are kept together. Riveting!

## ***AROUND THE CLUB***



*Pete's typhoon waiting to have the cannons then it's ready for painting. Isn't it shaping up well.*



*Henny with is stick.*



*Ross's jet trainer.*



*Nigels Cub looks almost ready to fly.*



*Hard work playing with toy aeroplanes. Just look at that great sky.*

**I could tell my parents hated me, my bath toys were a toaster and a radio.**

# The proud tradition of New Zealand aviation

The importance of air travel to New Zealand - given its remote and hard-to-access regions - cannot be overstated and it didn't take long to get started in this country.

Some of aviation's early advances came from the efforts of passionate backyard inventors. New Zealand's very first pilots were keen amateurs and thrill-seekers. Their aerial displays drew crowds of people, agape at the feats of daring pilots in their amazing contraptions.

## A flying bicycle

The first attempts at flight in New Zealand took place in rural Canterbury. Richard Pearse patented his first invention for a "flying machine" in 1906. Built in 1902, it was an adaption of bicycle with a bamboo frame that looked similar to a monoplane. Debate still rages about whether Pearse managed sustained controlled flight before the Wright brothers' successful effort in North Carolina in 1903.

The *Timaru Post* (17 November 1909) quotes Pearse:

*"I did not attempt anything practical with the idea until, in 1904, the St Louis Exposition authorities offered a prize of 20,000 to the man who invented and flew a flying machine over a specified course. I did not, as you know, succeed in*

*winning the prize ... I have had several tests. Last week's was my most successful one, the machine rising readily."*



Ken Buckly shows off his Pearse electric powered monoplane



Leo and Vivian Walsh with the three syndicate financiers of their first aircraft (Manurewa).

Photo Arthur Ninnis Breckon.Auckland War Memorial

Brothers Vivian and Leo Walsh built their first aircraft, the *Manurewa*, from imported plans. Vivian Walsh flew this plane when he flew New Zealand's first official controlled and powered flight in February 1911.

He flew in front of a small group of spectators at Glenora Park, Auckland.



Bleriot in flight  
Photo by Phillip Treweek

Meanwhile, New Zealand-born Joseph Hammond was working in England as a flight instructor. He returned to New Zealand via Australia, where he acquired a Bleriot XI-2 plane, Britannia. After equipping it with a propeller, Hammond gave a demonstration at Auckland's Epsom show grounds in January 1914.

A month later, James William Humphrys (Will) Scotland flew from Invercargill to Gore, making the first cross-country flight. He flew a Caudron aircraft - continuing on to Dunedin, Timaru, Christchurch and Wellington, where he crashed. After

repairing his plane, he flew to Christchurch,



Humphrys (Will) Scotland caudron aircraft

carrying some of the first airmail. He dropped a letter in Christchurch, and a parcel to a friend in Temuka as he flew over. "There was nothing breakable in it," he noted.

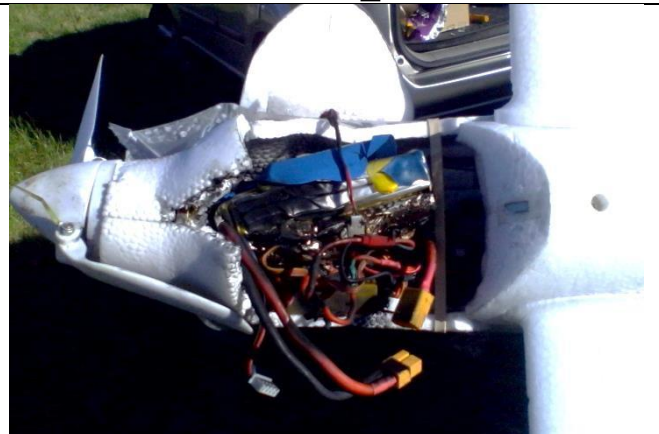
I have a lot of growing up to do. I realised that the other day inside my fort.

# As seen at twilight and other places.



The president showing off his new sox at twilight.

"DON'T PANIC," seems like good advice and should not only apply to Dad's Army.



Who was flying the hottest plane at Twilight? Well from the looks of this it was Wayne. Quite impressive I thought.



Have a warp in your Fuselage? Why not try Norm Rodger's solution and put in a torque rod from front to back and dial on the exact amount of correction you need? Works a treat.



Neil Baird has perfected his arboreal landings. You know that sound that a small plane makes when you land in a tree? Now imagine that sound amplified to a ¼ scale.

NB The tree through the Fuselage.



It's that time of year again. Ho, Ho, Ho and Happy Christmas and a very fulfilling New Year

Hi people,

Greetings from the Weather Witch.

Ross and I attended the Christmas Luncheon and wish to congratulate Carmel and Henny on the magnificent presentation they supplied. We were really impressed and know everyone was really happy with their effort.

The twilight also went off well with a friendly, happy group attending this really great social family evening. The sky was shared well amongst the fliers and all pilots got plenty of flying in.



Wishing you all a Merry Christmas and a Happy New Year.

Regards Ngaire (& Ross)

## Last thoughts

### Stress

I'm passing this on because it worked for me today. A doctor on TV said that in order to have inner peace in our lives, we should always finish things that we start. Since we all could use more calm in our lives, I looked around my house to find things I'd started & hadn't finished. I finished a bottle of Merlot, a bottle of Chardonnay, a bottle of Baileys, a bottle of wum, the remainder of Valiuminun scriptins, and a box of choclutz. Yu has no idr how fablus I feel rite now. Sned this to all ur frenz who need inner piss. An telum u luvum



Always remember you're unique, just like everyone else.