



Aerobat

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



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COVER PHOTO

The youngest and oldest members of the club, Evan Ford and Senior Instructor Jim Hall.

Seen here with President Peter Denison

Photo by Henny Remkes

H.C.R.F. Calendar 2019/20

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

Date	Day	Event	Where/When
2 Dec	Mon	Club Night	Pinewoods Hall 7.30 pm 23 Marie Ave
7 Dec	Sat	Winch Gliding	Wainui 8.30 am - 12.00 noon
11 Dec	Wed	Christmas Twilight	Wainui 5.00 pm
4 Jan	Sat	Winch Gliding	Wainui 8.30 am - 12.00 noon
29 Jan	Wed	Twilight 3	Wainui 5-00 pm
1 Feb	Sat	Winch Gliding	Wainui 8.30 am - 12.00 noon
3 Feb	Mon	Club Night	Pinewoods Hall 7.30 pm 23 Marie Ave
5 Feb	Wed	Twilight 3 Rain Date	Wainui 5-00 pm



From the Editor's Desk



Above is a suggested sign for the field.

Great to see y'all at the first twilight of the summer. It took quite a few tries to get the weather right, but was well worth it I think. Now the new Weather Witch has got it right there should be many more great nights flying.

I have been thinking and I think the position of Weather Witch should be an Executive Position, and as such should be voted on at the AGM. This would save all the bad starts we had with the weather for the first few twilights. Is this a good idea?



May you be able to walk away from all your landings.

Ross McDonnell Editor.

I don't believe in astrology; I'm a Sagittarius and we're sceptical.

From the President's Desk

Well another year has flown by again. (Please excuse the pun) I hope you have enjoyed yourselves as much as I have.

We finally managed to get a Twilight going on Wednesday 13th November. Luckily it was the one good day between showers and that cold wind we've had over the few weeks. It was, I think you will agree, worth waiting for and being able to set the tables up inside our club room as the temperature dropped really helped, didn't it?

Nigel called in to drop off the food before having to head home to bed with the flu - poor lad and I hope a nice we drop of single malt. (Try McLadd's single whiskey for whatever ails you. Ed.)

Henny and Dave stepped up and took control of the BBQ. Jim had just mowed the runway etc. It all looked and worked really well. So along with the great food and a warm club house we couldn't help but have a great evening could we? 🍻👍👍👍

Our Christmas lunch at Valentines organised by Carmel and Henny was, as usual, just lovely with 32 members and partners enjoying each other's company. A big Thank You Henny and Carmel for organising as usual both mid-winter and Christmas lunches.

Thank you to Ross McD for his commitment to producing our Aerobat through the year .

We can now look forward to welcoming our summer season with our next Twilight on the 11th December.

Look forward to seeing you down there. !!!!!

From your Committee Myself, Henny , Nigel, and Jim.

We Wish you All a Very Merry Christmas, and Happy 2020.

Happy Landings
Pete Denison



The only mystery in life is why the kamikaze pilots wore helmets.

A cautionary tale from the Senior Instructor

Can you recognise the problem shown in the photo?

Flying at the Twilight Jim and I took a fun fly F22 for a spin around the field.

Standard preflight checks were all successful.

Range test.

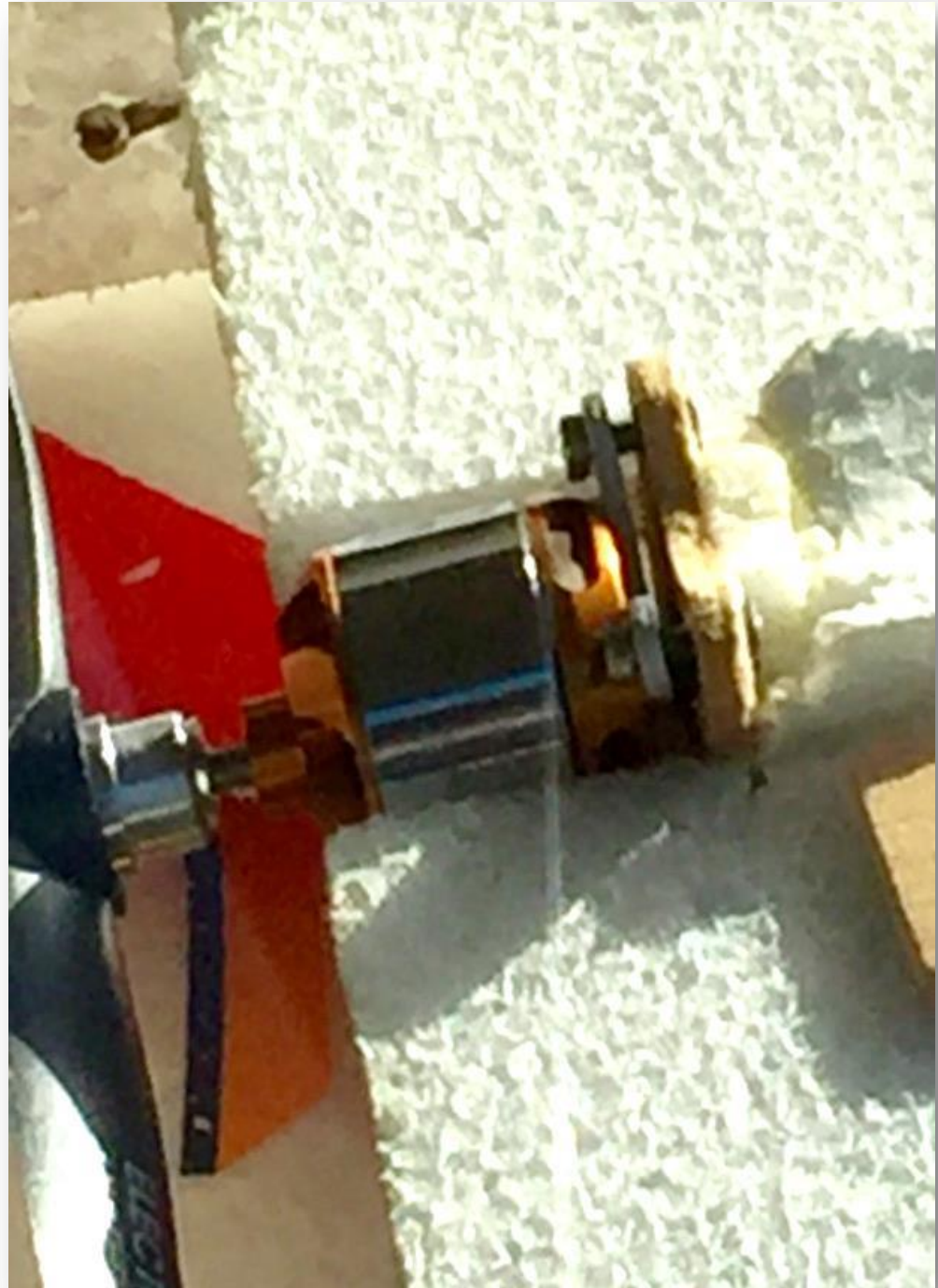
Control surfaces free and going the right direction.

Motor responding and turning the right way.

Great first flight, but, with a new battery the second flight was slightly out to trim.

After landing it was noted that the motor had only Three of the Four bolts holding it on and they had almost fallen out.

No need to worry about the fourth bolt as it had hit the prop and was now firmly imbedded in the wing.



The answer! Check all parts are secure.

Article by Ross McDonnell. Photos Henny Remkes

If I were two-faced, would I be wearing this one?

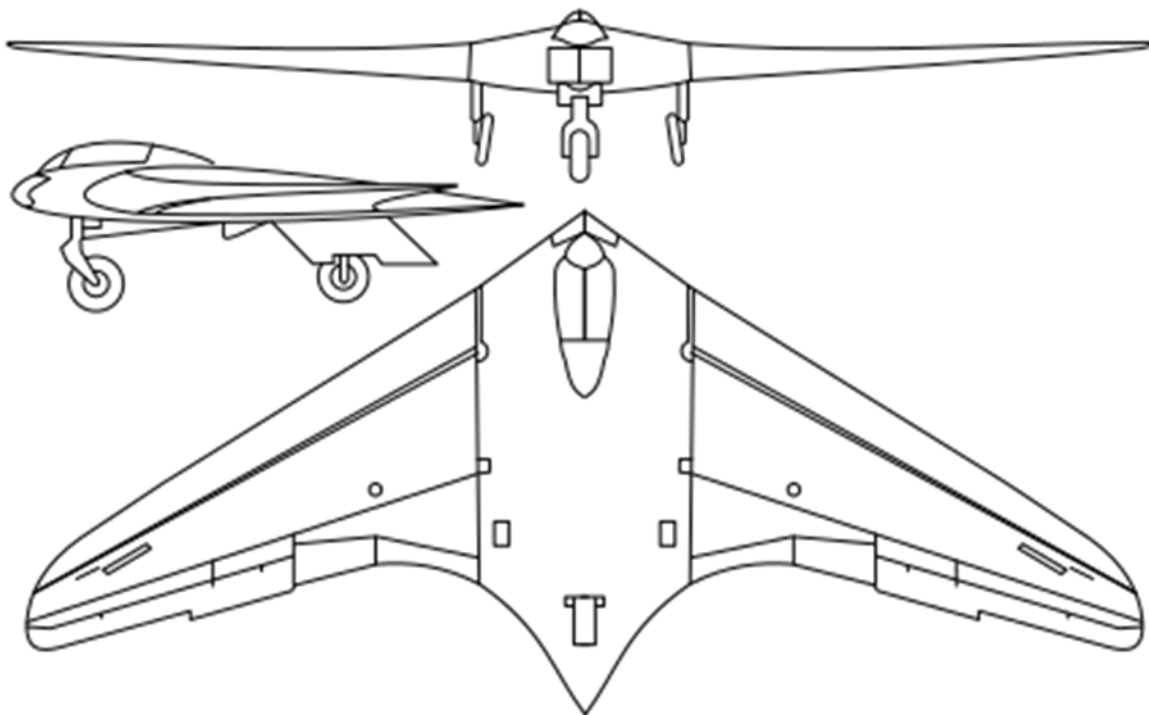
THE HORTEN HO 229

Precursor to the B2 Stealth Bomber ?

The Horten H.IX, RLM designation Ho 229 (or Gotha Go 229 for extensive re-design work done by Gotha to prepare the aircraft for mass production) was a German prototype fighter/bomber initially designed by Reimar and Walter Horten to be built by Gothaer Waggonfabrik late in World War II. It was the first flying wing to be powered by jet engines.

The design was a response to Hermann Göring's call for light bomber designs capable of meeting the "3×1000" requirement; namely to carry 1,000 kilograms (2,200 lb) of bombs a distance of 1,000 kilometres (620 mi) with a speed of 1,000 kilometres per hour (620 mph).

Only jets could provide the speed, but these were extremely fuel-hungry, so considerable effort had to be made to meet the range requirement. Based on a flying wing, the Ho 229 lacked all extraneous control surfaces to lower drag. It was the only design to come even close to the 3×1000 requirements and received Göring's approval. Its ceiling was 15,000 metres (49,000 ft).[



Useful charts to hang in your hanger #3

When charging a battery what is the expected final voltage? This is very useful for estimating how close to full charge it is.

	LIPO		NiMH		NiCd		Li-ion	
	Normal	End Charge	Normal	End Charge	Normal	End Charge	Normal	End Charge
s1	3.7	4.2	1.2	1.5	1.2	1.5	3.7	4.2
s2	7.4	8.4	2.4	3.0	2.4	3.0	7.4	8.4
s3	11.1	12.6	3.6	4.5	3.6	4.5	11.1	12.6
s4	14.8	16.8	4.8	6.0	4.8	6.0	14.8	16.8
s5	18.5	21.0	6.0	7.5	6.0	7.5	18.5	21.0
s6	22.2	25.2	7.2	9.0	7.2	9.0	22.2	25.2
s7	25.9	29.4	8.4	10.5	8.4	10.5	25.9	29.4



Something About New Zealand Aviation To Read

Yvonne, Frank Willis's widow has given to the club, two magnificent books from Franks estate.

“Great Aircraft of the world,” is a book that would be received enthusiastically by all scale modellers

“Magnificent Aircraft,” - The deHaverland story, details the development of Moths, Minor and Major.

I have skimmed through these books and hope you will enjoy them, treat them with care and reflect on Franks time with us.

An extract concerning New Zealand's first shipment of Moths in the 1930's makes good reading and is attached on the next few pages. (See below.)

Hope you enjoy it.
Ray Wood

Don't you hate it when someone answers their own questions? I do.



Francis Chichester flew this Gipsy Moth, G-AAKK, from England to Australia before it was shipped to New Zealand. It was fitted with the floats supplied with the New Zealand Permanent Air Force Moth, 995, and is seen here coming ashore at Hobsonville Air Force base, Auckland prior to Chichester's flight across the Tasman to Australia in April 1931. (Whites Aviation/Geosmart)

On the fifth day they raced to Kalgoorlie where, for the first time Hereward de Havilland came in first, five minutes ahead of Heath. Then on the last day de Havilland, Heath and Miller, who had never been far behind, battled to the finish. From never ending sunshine they suddenly flew into blinding rain. First across the line was Heath, followed five minutes later by Miller and de Havilland. When the complicated handicap results were finally calculated it was Miller who took home the £1,000 first prize and Hereward de Havilland picked up third place (£300) as well as a £600 prize for the fastest time over all, leaving Heath with the satisfaction of crossing the finish line in first place, second fastest time, but no prize money to show for it.

Further Australian Developments

In 1930 the de Havilland Company moved from Melbourne to Sydney because the premises were no longer big enough, and far more flying was done in New South Wales. A hangar and a repair base were completed at Mascot Aerodrome, Sydney, in February 1931 and, apart from sales and service, de Havilland's started building the wings to save freight. High jiggling costs made it uneconomical to build fuselages, which continued to be imported from the parent factory.

Each export Moth that could not be flown to its new owner was broken down and the packer tried his best to arrange the components in one or more cases, his aim was to keep the

overall dimensions to a minimum and so reduce the freight and handling charges. But in 1928 nearly 400 Moths left the Works and a good proportion of these had to be packed. To deal with this volume, The de Havilland Aircraft Company started a new system. Standard sized cases were built so that, once a Moth had been air tested and painted in the purchaser's colours, the dismantling and packing was streamlined. The engine was coated with a special protective preparation, the cylinders filled with oil to prevent corrosion, and then it was fitted on a specially constructed cradle. The fuselage and cradled engine were then lowered onto the centre of the packing case between two wings. The struts and other pieces, suitably wrapped, were fitted between the wings or under or on top of the rear end of the fuselage. The process, including the delivery to the London Docks, took four days. The care taken proved worthwhile, for hardly any aircraft were damaged in transit.

Moths Reach New Zealand

Even more economical was packing the Moths in pairs. This required two cases but each was smaller than that needed for a single Moth. All eight wings were packed in the first case and the rest went into the second box. When shipped to New Zealand, the charge for a single Moth in one case was £58 2s 6d, while two Moths in two cases came to £81 15s 0d, a saving of £17 5s 0d per machine.

Both the Canterbury Aero Club and the New Zealand Permanent Air Force machines were delivered in pairs. Both organisations shared the use of Wigram aerodrome, Christchurch. The club workshop and hangar, complete with a dance floor above, was backed by two civilian cottages. Bill Park, a retired merchant sailor who had been appointed the aerodrome caretaker, lived in one; while the Blumski family, Polish migrants, lived in the other.

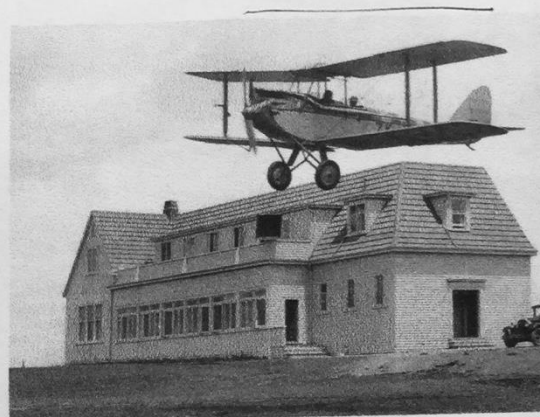
Mrs. Blumski had a big rooster of the farmyard variety. The bird was exceptionally tame, but proved to be a nuisance because it would come into the workshop and attack the apprentice mechanic. The rooster preferred to sleep in the aeroplanes and, if the apprentice forgot to check the three or four Moths before locking up for the night, it was almost certain that the bird would settle on a warm pilot's seat.

One morning, one of the pilots discovered that his leather coat had been used as a toilet by the bird. Vengeance was threatened in the form of "breaking that confounded rooster's neck" but not wishing to be blamed for the bird's demise, he thought up the idea of taking the rooster aloft and throwing it overboard. Then he could claim that he had no idea the bird was aboard until it panicked and jumped out at 1,000 feet or so. Of course, when the pilot threw the rooster out, the bird commenced a leisurely descent which he thoroughly enjoyed, crowing loudly several times on the way down. Once on *terra firma*, the rooster strutted round in the middle of the aerodrome, crowing periodically until retrieved by one of the mechanics to prevent a collision with an aircraft.

At that time Saturday pageants for kids were a regular feature at the Aero Club often supported by the Air Force. Mrs. Blumski's rooster became a regular act. The kids went wild as the bird made its crowing descent. Then, to spoil the fun, the local SPCA came up with a demand that, for safety, the bird had to have a [quite unnecessary] parachute. The Air Force had to design and fit the rooster parachute and, while this did slow the bird's descent, it also prevented the bird from flapping its wings and strutting about after touchdown.

Then Mrs. Blumski demanded that the Air Force pay for

the use of her rooster. When this was not forthcoming she wrote to the Secretary of Defence claiming that she was defrauded, as the Air Force was making money out of the rooster and she was getting nothing. The letter writing proved intense, accompanied by threats that the whole matter would be aired in Parliament by the local M.P. But the matter was put an end to the matter when it was run over by a car



Gipsy Moth, ZK-AAU, landing over the Auckland Aero Club clubhouse, Mangere, Auckland, New Zealand. (NZ Weekly)

crossing the road. So ended one of the best kid's attractions at the Canterbury Aero Club ever had.

Back-Up Services

The de Havilland Aircraft Company backed-up the era of convenient and relatively cheap flying with a reliable maintenance and parts service. A. J. Brant set up the de Havilland service department and his engineers dealt with any problems as they occurred. In addition Halford and de Havilland met every week at Stag Lane for a cup of tea and a chance to exchange ideas and address any problems with the Gipsy engine. Halford provided all the engine back-up services and one floor of his consultancy was filled by production drawing office and print room from where I. Williams handled all the modifications. Halford and Brant checked every drawing and Williams supplied all the required changes to de Havillands in sufficient quantity that they could issue them to their clients and service engine

Hatfield

When de Havillands first moved to Stag Lane there was only one small house near the aerodrome, but as the business expanded houses went up all around. Many were occupied by workers at the factory but by 1930 there were so many houses around Stag Lane that the inevitable complaints about the noise of the aircraft forced de Havillands to consider a new location. For many months Geoffrey de Havilland flew to most of the main roads leading out of London looking for a suitable area. Eventually he saw what he was looking for in the village of Hatfield. There was a large level area of farmland bordering the road and the main railway line ran nearby. The farmer was prepared to sell at a reasonable price and in the spring of 1930 the company purchased the property.



Date stamp to show completion of Moth (Povey's signature)



Ian Mulquiney's Slow Poke looks fantastic



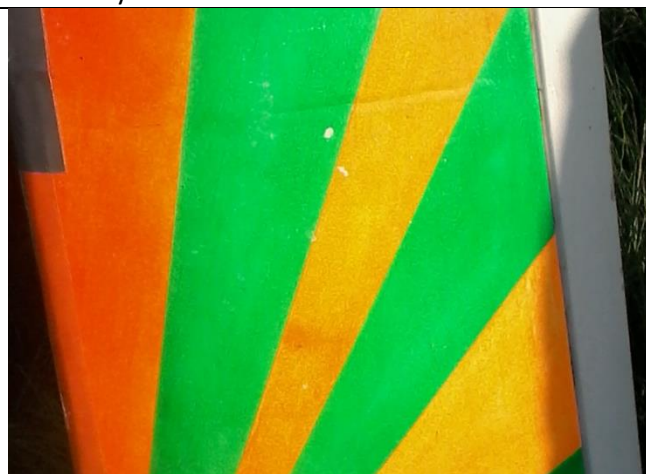
Norm flying his JBA56 powered Beagle Pup 121B at Wainui with Ian McEwen providing advice and assistance



Pete's Wots Wot on its maiden at Wainui flying extremely well.



Ian McEwen's RocHobby SuperRoc from FMS models China.



If you look hard you can see the creases in the top of the wing on Norm Burns's Gremlin. Caused by pulling too many G's in a pylon turn.

Laughing at our mistakes can lengthen our own life. Laughing at someone else's can shorten it.

AROUND THE CLUB Photos Henny Remkes



When it's wet and a gale blowing.



Nigel Grace showing his LARGE Tomboy at club night



The "Gentleman's Club Waitoki."

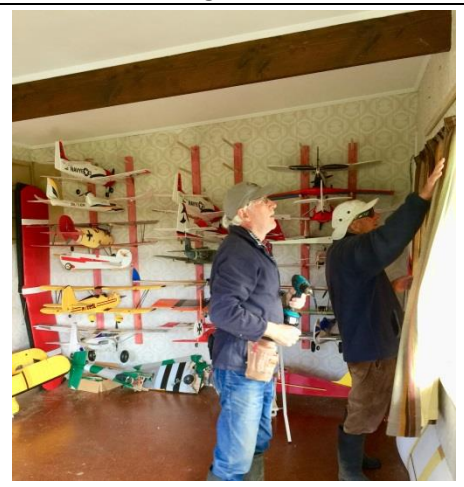


Peter Denison's Chris Foss designed acro wot.



Fitting the storage shed with racks. Ian McEwen hitting his head against the wall in frustration while Peter Denison does the work.

Curtains being fitted by Peter Denison and Jim Hall.



The first 80% of a project takes 80% of the time. The last 20% also takes 80% of the time.