

Aerobat -

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



August/September 2017

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CLUB **INFO**

Web Site

www.hcrf.co.nz

Contacts

President

Peter Denison

president@hcrf.co.nz

(09) 426-2455

Secretary/Treasurer

Henny Remkes

Secretary@hcrf.co.nz

027 441-1484

Club Captain

Nigel Grace

clubcaptain@hcrf.co.nz

027 420 3182

Frequency Officer

Jim Hall

Jimh.geo@clear.net.nz

(09) 426-1478

Editor

Ross McDonnell

editor@hcrf.co.nz

(09) 426-0840

021 216-0840

COVER PHOTO

Henny Remkes's

FMS EDGE 540

Wingspan: 1320mm.

Flying Weight: 1680g.

Motor Size: 3948-

KV760

Draft H.C.R.F. Calendar 2017 - 2018

Pony Club events Yellow highlight will not be confirmed by the pony club until Aug/Sept 2017

Pony Club Rally days are every Tuesday afternoon at the field starting September 2017.

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

Date	Day	Event	Where/When
5 Aug 2017	Sat	Winch Gliding	Wainui 8.30 am - 12.00 noon
7 Aug 2017	Mon	Club Night	Whangaparaoa Guide Hall 7-30 pm
20 Aug 2017	Sun	Indoor Flying	Hibiscus Coast Youth Centre 7.30 - 9.30pm
2 Sep 2017	Sat	Winch Gliding	Wainui 8.30 am - 12.00 noon
4 Sep 2017	Mon	Club Night	Whangaparaoa Guide Hall 7-30 pm
17 Sep 2017	Sun	Indoor Flying	Hibiscus Coast Youth Centre 7.30 - 9.30pm
2 Sep 2017	Mon	Club Night	Whangaparaoa Guide Hall 7-30 pm
4 Oct 2017	Wed	Twilight 1	Wainui 5-00 pm
7 Oct 2017	Sat	Winch Gliding	Wainui 8.30 am - 12.00 noon
11 Oct 2017	Wed	Twilight 1 Rain Date	Wainui 5-00 pm

From the Editor's Desk



Wow people. I have been over whelmed with articles and things from members for the Aerobat. Thank you, thank you and thank you. It makes the magazine so

much more interesting when it has local content, and of course makes my job so much easier.

Well by the time you read this winter will almost over and we move into an Auckland spring.

The good thing about winter in Auckland is that there is a very good chance of very little wind so I hope you have been practicing your spot landings. It is going to get harder in the next nine months.

The good thing about an Auckland spring is that the ground starts to get dryer. Yaho! Hope to see ya soon.

Ross McDonnell
Editor

From the President's Desk

Greetings to you all.

Well another couple of months have flown by and we've passed the shortest day, won the America's Cup but didn't quite achieve that with the Lions. But a draw! Well a draw not what we are used to is it?

The weather has been (trying not to be too negative,) wet cold and miserable. I think it's even surpassed last year as far as our flying fields condition are concerned. Wet and boggy! but at least thank goodness the company is as good as ever, with plenty of good natured fun between the showers.

Our Mid-Winter lunch was well attended at the RSA thanks to Henny and Carmel who did a grand job organising it, consequently a good time was had by all.

This last weekend we were at the Model Show held in the Whangaparaoa Hall on Saturday and Sunday. Quite a few people were interested in our stand and aero modelling in general. Our display up on the stage with 10 models plus club photos, information sheets etc. looked quite impressive. So a big thank you to you lads who gave up your free time over the weekend and helped us make it happen.

That's about all from me - please send your tender loving thoughts to our weather witch.

Happy Landings
Pete Denison



Now that the dragon has been slain, peace returns to Hibiscus Coast Radio Fliers field.

You just have to see this in colour. Look at the aerobat on www.hcrf.co.nz Ed.

A lot of people cry when they cut an onion. The secret is not to form an emotional attachment.

My Spirit of New Zealand Journey

By Caitlin Carter

I was lucky enough to win a part scholarship from Orewa College to attend a 10 day voyage on the Spirit of New Zealand.



On the 7th of April this year I joined the ship down in Auckland Harbour for a journey of what was going to be many different challenges. Arriving late in the afternoon we were warmly greeted by the 14 crew and shown to our bunks. No time for getting acquainted to the other 39 crew member just yet we were needed to load supplies onto the ship. Once every one had arrived by 7pm at the latest it was down to safety and basic training, along with allocation of watch groups (which remained our team for the entire journey) before we were allowed to set sail in the morning.

Early rising for a run around the viaduct at 6.30 am before breakfast and setting sail towards Ponui Island. It was at Ponui Island where many people faced their first challenge of climbing the 31.3 metre mast. What a great experience the views were amazing and the freedom I felt at that height was incredible. I had to also go out onto the booms to fold in the sails. I soon learnt to trust in myself and the tiny harness that was clipped to me. Today we also learnt how to tie knots in the ropes e.g. bowline, granny, figure 8, hitch etc.

Up and early for a 6.30 swim around the boat was the start of every day after this. We set sail for Coromandel. It was on this trip that we learnt

more about setting the sails and navigation techniques.



As cyclone Cook was due to hit any day now we set sail for more sheltered waters. Sailing back up to Great Barrier and staying at Blind Bay for the night. I was on night watch tonight. This meant staying up with Jess and keeping an eye on the boat for 1 ½ hours. The stars in the sky and the sea noises were a really neat experience. Seeing the phosphorous in the waves in the water was neat.

Next day we sailed up to Port Fitzroy to be anchored before the cyclone hit. Seeing dolphins on the way and sitting on the bow sprit as we were sailing was just such a free feeling. Safely anchored in Port Fitzroy for the night with extra anchors down and more crew on night watch we had a singing competition amongst the different watch groups. Some of the other trainees on the boat have real talents in singing.



Well, here I am! What are your other two wishes?

As we had to remain in Fitzroy for another day we headed ashore on the inflatable boats for a day long tramp. The views from the top of the barrier were amazing. I wish I was allowed my phone so I could have taken some photos. Unfortunately one girl knocked her head on a tree and was unconscious. I was asked as one of the team leaders to escort her and a crew member to Fitzroy by the spirit tender (the fastest boat 60 knots) to see the nurse. She was ok but was going to be sent home the next day for monitoring when we arrived back close to the Mainland. That night after a long day tramping and dinner we went rafting in the inflatables. We decided it was a good place to eat our dessert. We raced each other's teams in the dark and had good competitive spirits before calling it a night and heading back to the ship.

Next day we sailed across to Kawau Bay, not before enjoying swimming with the dolphins. What a great day to sail, we had every single sail rigged on the ship. It was calming when we were under sail. Everyone had their place whether it was pulling ropes, being up the masts or even some trainees got to have a cook up in the kitchen. I was taught how to steer the ship and was put in charge of the helm. We saw many dolphins again on our trip across the channel and it was here the girl was collected by her parents to go home for the night. Another sing along this evening before we all went to bed.



Our last day was very sad. We had all become one big family and we knew that this was going to come to an end. We had all swapped email

addresses and phone numbers so we could stay in touch once we all disembarked.



I was once again put in charge of the helm as we set sail back to Auckland for our last night. After all the storm we had there was not so much wind today so some of the way we ended up being under motor and sail. We arrived back in the Auckland Harbour and anchored just of Shoal Bay for the night. After dinner and more singing we had to clean up the ship ready for an early morning start for our final time.

We slowly motored back into the Maritime Wharf and at 7am tied the ship up alongside. Our journey was all over. Apart from unloading the rubbish and all our gear there were only long goodbyes to be said. Some of the trainees were heading out to the airport for trips back around the country and some of us were only an hour or two before we got home.

I had such an amazing trip, being a watch leader, leading a group of people that I knew nothing about but became great friends with, climbing masts and setting sail, steering the ship. Learning, that you can do anything if you set your mind to it the only thing in your way is yourself. I also found it rewarding to see my mates grow and conquer their fears and to know that I was a part of that.

I highly recommend that if you get the opportunity to go on one of these voyages you should grab it running.

A dog has an owner. A cat has a staff.

AROUND THE CLUB



Opps. Baz's landing may have been a bit smartish!



An Australia Air Force trainer. Can't remember the name of the ART kit. Ian built up this kit which was found in a Friend's garage where it had been for 10 years.



A Pet n Poke.
What happens when you have a box of balsa and some spare time.

Very reminiscent of a speedy Bee. Ed



Ian's Sport .40 by Great Planes Model kit picked up in Newcastle 60 in wingspan. A great winter project

If you are here —who is running hell?

Snoopy's ground crew honors the Red Baron

John Crawford

You may have seen Snoopy flying my S.E.5a (yes, inauthentic, I know – Snoopy flew a Camel):



Snoopy was insistent that on my recent trip to Germany I should pay my respects to the grave of his arch-enemy, Manfred von Richthofen, in Wiesbaden.

So when my German friends asked me where I'd like to go during my weekend in Frankfurt, that visit was top of the list. Off to the Südfriedhof cemetery we went and wound our way around the winding paths till we found the von Richthofen family plot:

I'd earlier made a little model of the Baron's Dr.1 and gently Blue-Tacked it to his grave, joining the other items laid there in tribute to this gallant (and lethal) airman:



The story of the Red Baron's burial has four chapters. After being shot down above the Somme (not by Snoopy, but most likely by Cedric Popkin, an Australian anti-aircraft gunner), he was first buried in a French war cemetery, with full military honours. Then, after the war, he was reburied in a

German military cemetery in France.

In 1925, his brother Bolko had him dug up once more and reburied in Berlin along with other war heroes. But that cemetery turned out to be on the boundary of the Soviet zone and Manfred's tombstone was damaged by bullets fired at escapees fleeing East Germany. So in 1975 he was moved for a fourth time to the von Richthofen family grave in Wiesbaden, which is where I visited him.

But despite the Red Baron being dead and buried four times, you can be sure that Snoopy will still go out hunting for him in the skies above Wainui.

Life is like photography, you use the negatives to develop.

1963 PEACEMAKER

John McGregor

Here is the model of the Peacemaker flown at the NATS in 1963, 54 years ago. Complete with the original Oliver Tigre. I was going to restore it but decided to build another one. Almost finished and so I have 7 months to practice before next year's NATS. Hoping I haven't lost any of the skill over the intervening years.



I went down to Waharoa this year to check things out and I have decided to enter C/L aerobatics, Radian glider, Tomboy IC with my old Mills 0.75, and vintage with a 1938 Ben Shereshaw Mercury. That's about all I will have time to get ready.

CHANGE OF INDOOR FLYING NIGHT

The indoor flying night has moved the flying evenings to Sundays

So we now have last two on

20 th August

17 th September

Every organization is perfectly designed to get the results they are getting.

Some Scenes From The Midwinter Christmas Luncheon



Which one of these is the non-smoking lifeboat?

Das Ugly Stiks

By Pete Denison

A few weeks ago Norm Burns and I were chatting about the merits of our Hobby King Das Ugly Stiks.

We both really like them as they are good value for your money and really fun to fly, but they are after all a foamy so don't take a lot of punishment, well not with our delicate flying anyway.



So we decided to build a couple more durable models based on the Stik design. We both have a Gremlin combat design, (That Ross Mc introduced to us last year or so,) with a plastic downpipe fuselage (almost indestructible), and we like Norm Rogers trainer with just three timber dowels from the back of the wing to the tail section, (almost indestructible,) so how about combining the two ideas.

Using the wing section of our Stiks, Norm increased the wingspan to 1200 mm adding 30mm to the width, then proceeded to cut a couple of wings tails and fins, while I worked on the basic fuselages etc, Norm also came up with the idea of pre painting the wings then laminating them with laminating film he imported from the states.



Well it all sounds good in theory specially if one is to believe the video's put out about the laminating film, though at the end of the day it's all good fun.

We are using the Turnigy D3542-6 motor with a 2200ma 3 cell battery.

Thinking we need someone to put their hand up to test fly the first one

THE NEXT DAY

Well the Maiden went well, four clicks up on the elevator and it was hands off stable. Weighing in at 1.7 kg it goes where you point it with no obvious vices. So just what I wanted, great.

If you have 13 apples in one hand and 10 oranges in the other, what do you have? Big hands.