

# ***Aerobat -***

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



***October/November 2018***

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# **CLUB** **INFO**

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## **COVER PHOTO**

*Norm Rodgers receiving  
his wings badge from  
Chief instructor Jim Hall.*

Photo by H Remkes

# H.C.R.F. Calendar 2018

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

Date	Day	Event	Where/When
01-Oct	Mon	Club Night	Pinewoods Hall 7.30 pm 23 Marie Ave
06 Oct	Wed	Twilight 1	Wainui 5-00 pm
06 Oct	Sat	Winch Gliding	Wainui 8.30 am - 12.00 noon
10 Oct	Wed	Twilight 1 Rain Date	Wainui 5-00 pm
03 Nov	Sat	Winch Gliding	Wainui 8.30 am - 12.00 noon
05 Nov	Mon	Club Night	Pinewoods Hall 7.30 pm 23 Marie Ave
18 Nov	Sun	Christmas Lunch	To be advised 12 Noon
21 Nov	Wed	Twilight 2	Wainui 5-00 pm
28 Nov	Wed	Twilight 2 Rain date	Wainui 5.00 pm
01 Dec	Sat	Winch Gliding	Wainui 8.30 am - 12.00 noon
03 Dec	Mon	Club Night	Pinewoods Hall 7.30 pm 23 Marie Ave



## **From the Editor's Desk**



### **PLEASE NOTE:**

Ngaire and I have got rid of our land line so the only way we can be contacted by phone is on **021 216-0702**. The Emails stay the same.

There is an article from Ray Wood later in the mag about his time when he first joined the club. It would be nice if others gave us a short article about their experiences. So how about writing something. Ask Norm B about it, he says it is just like he didn't have to do anything.

Well it's that time of year when an R.C. flyer's mind turns to smashing up what took him all winter to build.

In my case that means I have a lot started, (I am a great starter,) and piled up in the workshop. (I am not a great finisher.)

Hopefully with summer coming on it will be easier to do all those nasty outside things like spray painting and running up motors.

### **Wanted Wanted Wanted.**

Just a reminder that it would be nice to get more photos and articles to save my poor old brain from working too hard.

Happy flying. And may all your landings be intentional and perfect.

Ross McDonnell  
Editor

*I never make the same mistake twice. I make it 5 or 6 times just to be sure.*

# From the President's Desk

Greeting all.

Well by now the clocks will have gone forward so hopefully the rain clouds are on vacation for the summer, apart from the odd shower overnight with the sun out just enough to keep us comfortable.

Ok back to earth

Not a lot to write about as we have been away for a few weeks arriving back to find the field is as last year - still really soft and muddy. But fingers crossed that it will be ok for our first Twilight on the 3rd October - as at the moment we can only get a few cars into a mud free area to park our cars.

On a brighter note Henny's booked Valentines again for our Christmas lunch for November 18th and Richard has informed us that the sheep will be moving out shortly.

So with the weather improving and the sheep droppings gone we can, with young Jim leading the way, give our runway a nice trim and get the roller out to flatten out the hoof bumps etc. all good stuff .

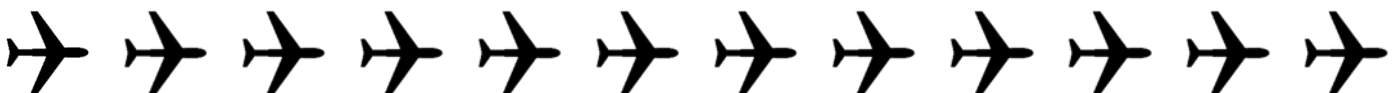
Plus with a dry firm field the Pony club will be able to take its big container away, clear out their stuff from our Club house, so we can then modify the inside to suit whatever we want. There has been no shortage of ideas in that regard so we have plenty of things to think about.

But wait let's not forget the toilets (don't want you to get too excited) gosh they are a mess especially the ladies one, so that's high on the list as well.

So all good stuff to look forward to.

Happy landings

*Pete D.*



*Opps, sorry about the computer problem. Ed.*

*A cannibal came home late to family dinner. He got the cold shoulder.*

## At club night. Photos by Henny Remkes.

Colin Austen showed us a brake parachute and release mechanism he devised for his English Electric Lightning to prevent it overshooting the runway and damaging the undercarriage!



And some of the ordnance.



*I have clean conscience. I haven't used it once till now.*

Wayne Drinkwater showed us his latest piece of armament for his new hobby of Game Hunting.  
(Not people we hope. 😊😊😊)



Only in the USA a firearm that comes in its own back pack



Charging my Lipos on an old glass table.

Outside of course

Henny Remkes

*I heard women love a man in uniform. Can't wait to start working at McDonalds.*

## *I remember (Or I hope I can remember)* By Ray Wood

My First Contact with HCRF It was 1990 (I think), I used to sail model yachts and several members of that club used to fly model aircraft. When I asked why they stopped flying and went sailing, the answer was – make a mistake flying and you have a repair job. Make a mistake when sailing, you have an apology, true is it not? Anyway not build a glider? You already have a transmitter (It had crystals), really up to date technology, so give it a go!

Jim Hall helped me make a Gentle Lady sail plane – great but I did not know how to fly it. I had seen model aircraft flying at Orewa College, so turned up on a Sunday morning with my Gentle Lady.

Wow! What a reception! As soon as I parked the car, several club members greeted me, and made me feel very welcome.

The usual questions

- Did you build this? Yes
- Can you fly? No
- Can we help you? Yes



Everyone helped and my enthusiasm led me to build a 100 inch Apogee Glider. Brian Johns helped me, and finally the big day arrived for the first flight. We were using the club winch, which Collin Austen had constructed. This scared me witless! Charles Wheeler offered to do the first winch launch, and assured me there would be no problems, nothing to it he said.



The next bit is important so read carefully and visualise. We were flying at Orewa College with a light westerly breeze. At the end of the field was a very large, very old, very rotten, pine tree. The winch was located approximately 40 ft in front of the tree.

First things first, check the model, does it glide okay with a hand launch? – yes, all servos working? – yes, range check? –yes, everything looks okay, let's go!

***I thought someone finally understood me when my Dentist said I needed a crown.***

Charles hooked it up to the winch, a large audience, high expectations, not expecting any dramas.....was not to be.

Upon releasing the plane, it did an immediate overhead loop and resided in the top of the tree, some 20-30ft above the ground.

Oh shit...How are we going to get it down? Luckily one of the guys had a fishing line and sinker. He threw this over one of the branches in the tree, then hauled up a tow line which he also had, and we were able to pull on the rope and sway the tree with the hope the glider would be dislodged.

So everything is set to go, one, two, three, PULL! No luck. Try again, one, two, three, PULL! It's coming loose! One more will do it, let's go! One, two, three, PULL!

Oh Bugger! The plane is on its way down, closely followed by the old tree branch. You guessed it, the glider landed under the branch....TOTALED!

Hindsight is a wonderful thing...and I really believe, that it was not a pilot error at all, it was probably the tow hook being too far aft.

So the end of the story, I now know, if you go flying, you do get lots of 'sorry's and lots of repairs!

It is not the flying that remains in my memory, it is the great fellowship of club members, some are still with us – some have passed on. I am pleased that the fellowship we still all enjoy, has made our club something special.



Baz landed his Sabre F86 safely after a dust off with some Migs.

*Photo Henry Remkes*

***In life, it's important to know when to stop arguing with people and just let them be wrong.***



Henny's photo of our nice weather. From his place looking over Orewa beach! ☹️☹️

*Brains are awesome, I wish everybody had one.*



# Keen lad required for career in aviation!



A NACA Hucks Starter with a Vought VE-7 at the Langley Research Center, 1926

A Hucks starter is an auxiliary power unit, almost always was a motor truck, that provides initial power to start up piston aircraft engines. Such Hucks starter trucks can be considered a mechanical replacement for a member of the ground crew who would have spun an aircraft's propeller by hand. This is because of the starter truck's position in front of the airplane when starting, much like a ground crew member.

They were commonly used in the 1920s and 1930s, when aircraft engines had become too large to be easily started by hand.

The power is transmitted to the aircraft via a power take-off shaft, much like those found on the drive trains of rear-wheel drive vehicles, or agricultural machines. The shaft of the starter fits into a special protruding hub incorporating a simple projecting claw clutch on the center of the airplane's propeller assembly. When engaged, the power of the truck's engine is transmitted to the aircraft engine until start up, whereupon the faster speed of the now-running engine disengages the clutch, and then the starter truck clears the area prior to take-off.

The device was named after its inventor Bentfield Hucks, who was a captain in the Royal Flying Corps at the time.

In Royal Air Force service, Hucks Starters were based on Ford Model T trucks, which were in widespread use and familiar to ground crew. One original Hucks Starter built in 1920 by de Havilland is known to survive at the Shuttleworth Collection in Bedfordshire where it is regularly used to start the vintage aircraft based there, and a number of working reproductions have been built, based on original Ford Model T chassis

From Wikipedia, the free encyclopedia

*I've thought about it a lot, and I don't think being an adult is going to work for me.*

# The Hummer

By Henny Remks



5 guys in the club have one like this, called the Shining. I got these for some of them from Aliexpress for around \$70.00 for the kit.

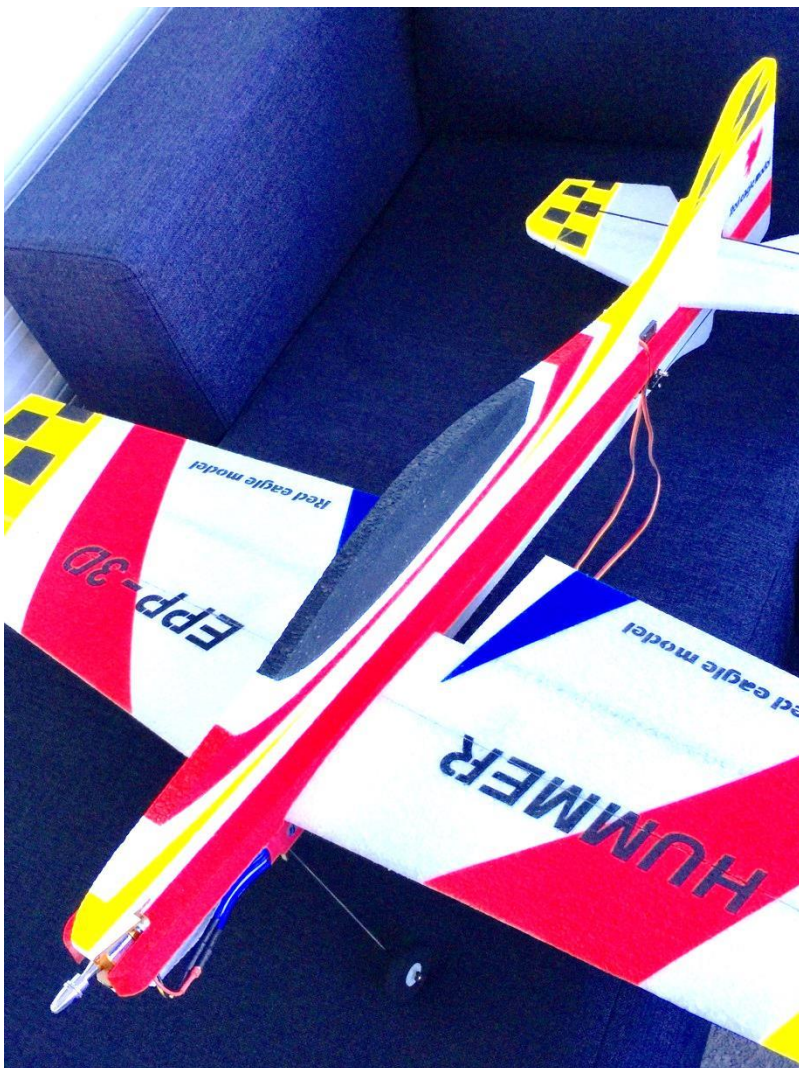
Then this Hummer came on special at HobbyKing for about \$60.00 a kit.



So I thought I'd get something different.

Saves 2 guys flying the same plane, and one crashing ☐.

Had a lot of fun building it, and I had all the electronics lying around, which I'm about to put in as you can see in the photos.



*I'm multi- tasking...I can listen, ignore and forget at the same time.*