



Well another Christmas is upon us and what a year it's been. I started off the year getting in heaps of flying, part due to being unemployed, part due to some good weather, but as the year progressed I got a job and the weather seemed to get worse. So my flying has dropped off somewhat. Once again we were hit with floods and very windy conditions. Not to mention the earthquake!. Time to check that you are prepared as best as you can be. Make sure if you have models hanging up or lying around that they are secure and cannot easily fall off the shelf. I had added "tie downs" to my aircraft that are on shelves. If it gets worse than that, well then there will be more to worry about.

As I reflect on the past year a lot have things have happened at the club (see Steve's great summary further on) and I think things are ticking along quite well. There have been some robust discussions on various topics with MFNZ, and these are still ongoing. Remember that we, as individuals, are a members of MFNZ so if you have any queries or don't agree with something they are doing, you need to let them know. The club is not a member, so has no voting power, it is up to you.

I have enjoyed compiling and creating the newsletter, and this issue is the 18th one that I have done. A lot of time goes into doing these and as with any newsletter / club updates it is always made a lot easier if I get some input from members. Thanks to those that have sent me stuff in the past, much appreciated.

If you have any stories or new innovations to share, send them through, if you can send a photo as well even better. Don't worry about formatting or anything else, I can sort that out. After all it's **your** newsletter.

Wishing you all a very Merry Christmas . If you are travelling please take care.

Cheers... Don



The Presidential Podium

Greetings all to the last edition of the Newsletter for 2016.

The year hasn't been without its challenges, although from memory it seems this was mainly due to a lack of flying days. Certainly recent times have been a challenge.

It also seemed that whilst I was in Europe, there was lots of good flying I missed out on!

The installation of the new weather station has been a real boon and now the photo transmission issues are sorted, it seems to me it has become quite addictive. Numerous times I have been asked whose car was that there at whatever time. It certainly handy when trying to make that decision about having a fly and seeing others down there. Great investment me thinks. I'm also amused at how far and wide it seems we are observed. Colin Taylor informs me he had complaints from up Hawkes Bay way when photos weren't being transmitted!.

The biggest disappointment for the year was the break in to the shed and small mower/weed eater/compressor stolen. There have been many theories bandied about as to how the thieves gained access, but the lack of damage to doors, lack of debris to show cutting/filing/grinding and the fact the locks disappeared, really points to a key being used. Whilst the insurance company came to the party, the fact that we have a \$1000 excess means most of the replacement was funded by ourselves.

This time last year we were still getting used to the change in farm practices and the new boundary fences. It seems to me, and comments made by others, that we have to some extent grown used to the Eastern fence and pilots area taking greater care on their approaches. That's a good thing. I also note often now that unless large models are being flown or conditions are tricky, the end fences are often left up. I think therefore the skill, level has increased somewhat, or perhaps it is simply concentration?

The upgraded cycling/walking track doesn't seem to have impacted our operation as much as we had feared, and part of the reason for that is the track is lower across the end meaning users can't see us as easily, and the viewing seat put in by the Parks people attracts viewers away from the end of the strip. This viewing seat is often in use and one day I counted some dozen or so people in its vicinity watching proceedings. Wayne Boness tells us that numbers of users of the track has increased dramatically, but we seem not to have noticed. Certainly those using it to bike to/from school would be at differing times to when we normally operate.

Natives were planted along the Eastern boundary fence for 2 reasons. One is it will give us a better visual and the other will provide (hopefully) less of an impact of going that way. There has been some concern expressed about what this will mean long term. The idea is that once these trees (Native. Slow growing) reach fence height, we will trim them which will bush them out, providing a hedge. This should only need to be done twice a year at most once established. If it doesn't work, then the trees can be extracted and used by the park elsewhere.

Our relationship with GWRC is good and I would like to thank Wayne Boness for working with us on so many things and also taking the time to come to a club night and update us on Park happenings. If those plans all come to fruition, then the Park will certainly go ahead.

Disappointing to us was the reaction of a few to aerial spraying in the park, which had the effect of our favourite Blackberries not being targeted. Since the local body elections, there have been some Public Notices that Beetham's plan an aerial spraying programme. Let's hope that goes ahead and the Blackberry covered.

Earlier in the year we completed the Risk assessments we were required to do for MFNZ. These documents can be found on our website and will be updated from time to time. Following the completion of these, and further discussion in committee, it was decided to appoint a specialist safety officer. Roger White wears that hat and I think it's a good step in the right direction and spreads the workload.

Our midyear dinner at Cookies was a resounding success although a few couldn't make it on the night. Only hiccup was the prize cards that were to have been places under random chairs didn't happen, but we soon overcame that! Look forward to doing that again sometime.

This year I was also to have done a lot of the work to apply for a 10 year licence with GWRC. That hasn't happened for various reasons, but is next on the hit list.

So thanks to all of you who have contributed throughout the year to the wellbeing of the club, to the committee whose work is never done and a special thanks to John (the Terrorist) Von Hartzsch for his mowing efforts, those that cook the BBQ and Ron who never ceases to amaze.

Have a great Xmas and New Year. In the New Year we'll look at organising a BBQ/fly in evening.

Cheers,
Steve.

Other matters.

After the last BBQ, I was approached by a certain gentleman who 'wanted a word'. "I want to retire – again – " he said. Being a bit slow on the uptake, I said, "Ron, you're already retired". "From all my tasks" he said.

So at the end of February Ron will complete his 'tasks' for the final time, although he promises to give good guidance and training to his successor(s). It's only when such conversations happen that one realises just how much behind the scene work is done by the Ron's of this world.

He hasn't retired just yet, so we will say goodbye later, but

WE NEED OTHERS to step forward and fill those very big shoes.

The main tasks we need to find cover for are:

Organising and shopping for the BBQ.

Organising and shopping for our cuppa at club night.

Ron also looks after supplies for the club house – toilet paper, paper towels, getting rid of rubbish etc. He also did a myriad of other things, but these are the musts at this time.

The purchase of fuel for the mowers and weed eater is already handed over.

So if you are interested in stepping forward, please let us know.

Thanks,
Steve and committee.

Club Nights.

If you have any ideas for club nights, please let one of us know. It's hard to stay fresh with club night ideas.

The CAP 231 ex saga.

For those that followed the rebuild, the requirement to repower, the breaking of the fuse some weeks ago when running in the new motor, you will be pleased to know the aircraft is not only fully repaired, but in the last few days has completed 5 flights without incident!

Steve

From the shed in Tokoroa

Part 1... by Paul Buckrell

I got to see a Fiesler Storch that has been under construction in Tokoroa for 10 years by a chap who is now 78 and has a PPL. He started with 720 sq ft of plans and has made everything in his shed, including tooling. This is not a kit! In a couple of weeks he will start covering it with fabric.



Photo's - Paul Buckrell



Club night - November

A small group of diehards attended the re scheduled club night

Steve showed us a video about the history of the Hawker Hurricane, how it came to be, and how admirably it performed. It really was the workhorse of the RAF. The sheer numbers of aircraft (from both sides) involved was quite staggering, and considering there are pretty much none left now. I think there was a subtle message in there somewhere for me to get a move on with the one I am building. I must admit it did give me a bit more inspiration to get back on to it.

We had a couple items for sale, some were purchased, but most went home again.

Terry Beaumont had an old Taube that he got from the late Terry Bannister and has “refurbished” it and it looks really good, once the weather gets better I’m sure it will be going for a flight.



Photo's - Alastair Rivers

Alastair Rivers had his scale Walrus on display, and wrote this short article for us.

The project was originally begun in 1986, with all the plywood cut and flying surfaces & basic hull assembled. The Singapore ‘interrupted’ then – both are built to $\frac{1}{8}$ scale but the Walrus is 1.746m wingspan and Singapore 3.429m. Both were part of the RNZAF during WWII. The Walrus has a pusher engine (Enya 80 4C, retimed to run reverse rotation), and model was built to the Radio Modeller plan R.M.164 (with many corrections to the plan!!).

There is a lot still to do (*80% done & 80% to do?*), but Alastair is hopeful that it will be ready for 2017 rally. We’ll wait and see



Photo's - Alastair Rivers

Ed's Note. *Hope this one's maiden flight will coincide with its big brother's... what a day that will be!!!*



Terry Beaumont also said a few words about something to think about.

" What do you want to do with your modelling stuff when you leave this planet.?"

It may sound a bit pessimistic , but it will happen to all of us one day. Not a bad idea to write down your wishes , it makes it a lot easier for those left behind to sort out as well.

Once again **Ron** put on a good spread and great tea and coffee.

This was the last club night for 2016 .

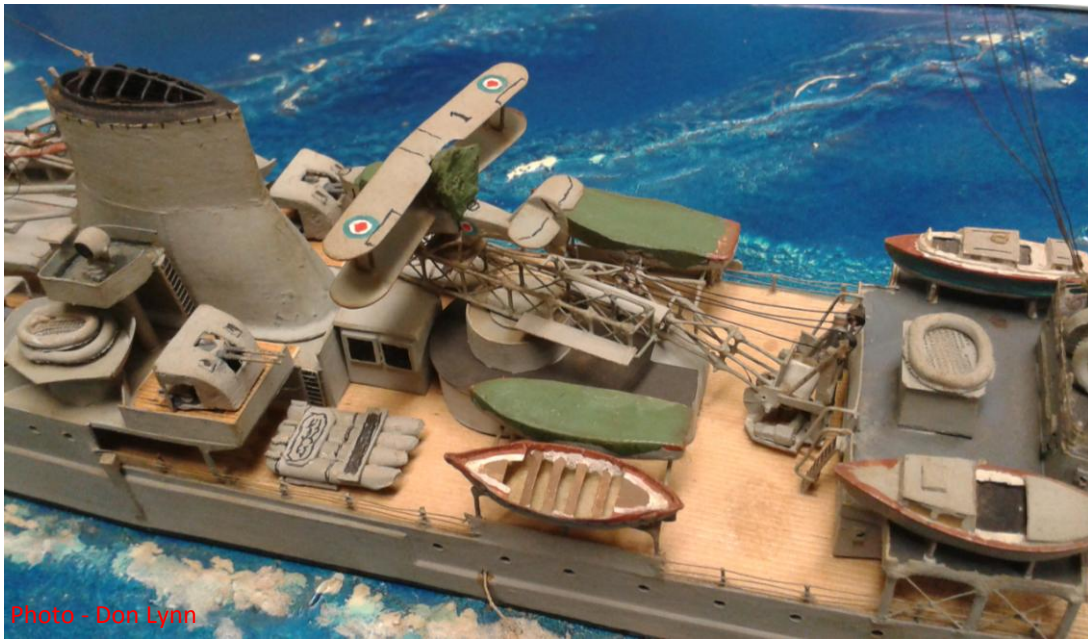
Lipo's

Alastair Rivers is trying to get organised to order some Li-pos from Hobbyking, Australia, and wondering if any other club members need/would like to link with his order to share the freight costs?

If you are keen, please get all the details required from the Hobbyking site and get in touch with Alastair. He can be contacted either on 04 905 4100 , or 021 149 3778 or email arivers@paradise.net.nz . Ed's note... *I'm guessing sooner than later!!*

The Walrus aboard the HMS Archilles.

Back in May this year Steve was approached by a member of the public looking for someone to repair some models. Steve thought I'd be keen and passed his number on to me. Thinking that this would be some classic aircraft I got hold of the fellow. It turns out that this guys late father had scratch built a model of the HMS Archilles, and it had been lying in the shed for years and was full of dust and grime and a bit battered. The full size Archilles was 169m long and the model was around 600mm , unfortunately I never measured it so don't know the exact scale. It was only when I had a chat to Alastair Rivers did he tell me what the plane was. The plane was catapulted off the deck, from the gantry ,when returning then landed on the water nearby , had to cruise alongside while it was hooked up to a hoist and hoisted back onto the ship. Not a simple exercise in rough seas.



Anyway I spent hours on it, fixing a few broken bits here and there and giving it a clean with a tiny paint brush, cotton buds and tweezers but eventually got it "shipshape " again, much to the delight of its owner.

Think about this...

Alastair's Walrus is 1/8 scale, so would need a ship about 21m long . Now how's that for an idea to fly off Lake Forsyth?? or any other lake for that matter... Any takers?

And that's it folks ... another year older and more models on the list to build, with less time to build them... better get cracking then.

Have a wonderful Christmas

Cheers

Don
Editor