

Model Flying Hawkes Bay



Club Newsletter #120 November 20

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Sat 31 Oct	BB SOUTHERN FLING 2020 - F3K	NDC
Sun 1	Club Day / BB Southern Fling	NDC
Tues 3	"Shed Morning"	
Thurs 5	Vintage Awatoto	
Sat 7		NDC
Sun 8	Club Barbecue Sunday	NDC
Tues 10	"Shed morning"	
Thurs 12	Vintage Awatoto	
Sat 14		NDC
Sun 15	Club Day (Barbecue rain date)	NDC
Tues 17	"Shed morning"	
Thurs 19	Vintage Awatoto	
Sat 21	TECH PARK aerobatics training/ comp	NDC
Sun 22	Club Day	NDC
Tues 23	"Shed morning"	
Thurs 25	Vintage Awatoto	
Sat 28		NDC
Sun 29	Club Day	NDC

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Contributors to this issue; Barry Kerr / Brett Robinson / Barrie Russell / Mark Larsen / Jacob Wardley / Nev Fargher / Vic Shaw / David Kenwright / John Aitken / Peter Hamlin / Peter Duncan / Phil Sharp / Joe Connolly / Peter Fraser / Lance Hickey / Rob Lockyer / Clive Baker / And others..

NDC Vintage & Soaring comps November 2020

187	November 2020	158	VINT	RC Vintage E Rubber Texaco
188	November 2020	159	VINT	RC Vintage 1/2E Texaco
189	November 2020	160	VINT	RC Classical IC Duration
190	November 2020	99	SOAR	F3K Tasks B,D,G,H only (total ra
191	November 2020	100	SOAR	ALES 200 Class M (Scoring per 3
192	November 2020	101	SOAR	Thermal H (2 Metre Glider)



David Kenwright's Demoiselle at Awatoto Theme day.

From the Editor's Desk



Greetings All,

Welcome to November's Model Flying Hawkes Bay's **PROPWASH** newsletter, where once again we have been marvellously supported by members and readers. My cup runneth over ! I've chosen to call it the November issue due to it's time of publication, but it is October's news

I'd like to kick off by sharing with you this happy scene below.... Some may have seen it, I stole it off a Facebook post.



Our favourite Life Member, **Mr Harvey Stiver**, talk about the cat that swallowed the cream, just look at that smile and why wouldn't he be smiling with this sort of room service. Sneaked out for an early evening fly he did and has his evening meal delivered by **Ingrid**, his b'loved daughter in law. Some people have just got it made, and well deserved **Harvey**, nice one. Please let me know when you are doing it again, one fish, half a dozen scallops and a scoop for me please. **Ed.**

Plenty going on at the club and around. We have an overflowing For Sale page this month with John Aitken down sizing his hangar stock and some club sale items. A dive into history from a real live past aeromodeller Peter Fraser who recounts his early days with the Hasting MAC. We have a full compliment of Club Officers having their say, our usual reports of member activity in the club and about and more progress from Peter Duncan on his Large Popsie build.

My thanks to all those who have contributed and as usual please keep it up, this is YOUR Club newsletter, there for all to make use of, to read, sell, buy, comment, sound off, contribute, recount and share, just pleased to hear from you. Happy reading, see you next month.

Barrie the editor.

Secretary Says Nov 2020



MFHB Meeting Notes 13 October 2020

A full turn out of Committee members again, with no apologies. Heather and Ian were written to thanking them for their donations of aircraft as was Dan for his bunch of propellers, drone parts and motors along with some batteries. The club's investments are, the same as many, being impacted by lower interest rates, and this looks like it is going to continue.

The Club continues to attract new members which is a positive sign. It was noted that the first "Theme Day" was not all that well attended, possibly because of the cold snap of weather on the day. Residents from Somerset who attended as guests had an enjoyable outing. Warbirds could attract Max Collett one of the last WWII pilots still living.



Those of you who attend the field regularly will have noted the fine state of the flying field (being mown weekly until Warbirds), the fact that weeds are under control and a new gate on the far side for retrieving errant aircraft. Warbirds Over Awatoto organisation is in full swing with posters selected, coffee and ice cream caravans organised, along with selection of trophies to be presented. A full roster for the gate and the BBQ facilities will be required so please consider putting your name forward when the time comes!

A number of items were discussed in General Business, with the success of the auction organised by Barrie Russell appreciated by the Committee. Some interesting Club Nights have been proposed and the Committee feels these will be well attended if held during winter nights with a well-spaced schedule. The Committee is aware of the state of the shelter and is monitoring this. Old electric fence posts and poles will be removed shortly which should enhance safety for drone flying in the area. A proposal to commence Wednesday evening flying was well-received. There was a reminder that use of Black Bridge was primarily for soaring/vintage and circuit flying should not occur.

Barry Kerr, Secretary MFHB

PREZ SEZ

Nov 20



Greetings,

You may have noticed it has been two Months since my last comments (and this really grinds Ed's gears). The previous month I suffered a computer crash and last month I plain forgot, something to do with having a day job and other commitments. Personally, I would rather read about what is going on in the Club and not what I have to say.

This month I am going to vent some steam..... I am more than a little disgruntled hearing comments from, a minority of armchair critics who have said, the committee is useless and does not know what they are doing.

The Management Committee was voted in by you the members, to manage the affairs of the Club in the best interests of the Club and all its members. I believe this committee is doing a good job of this, we are not here to change people's underwear or cater to individual needs.

It would be common courtesy to bring these concerns to the committee rather than stirring in the background.

On the other hand, some communications from members with ideas and suggestions, some of which have been successfully implemented or events held, others may happen as the committee sees fit in the future. On the whole I believe the atmosphere and participation in the Club and events has been excellent.

The Club operates in a privileged environment being allowed to operate in Controlled Air Space, courtesy of CAA, Airways New Zealand and the District Council, this takes a lot of work to maintain, to this end we have a few simple rules that need to be followed to continue to enjoy this privilege.

While the committee is charged with maintaining these rules, we are NOT the policeman. It is every member's responsibility to abide by and make sure these rules are adhered to. It is not that hard if YOU see something that you think is not right, have a quiet word that is all it takes normally.

Warbirds is not far away, if you have some time available Marty will be able to find something for you to do. Don't be shy you can have a good time and help at the same time.

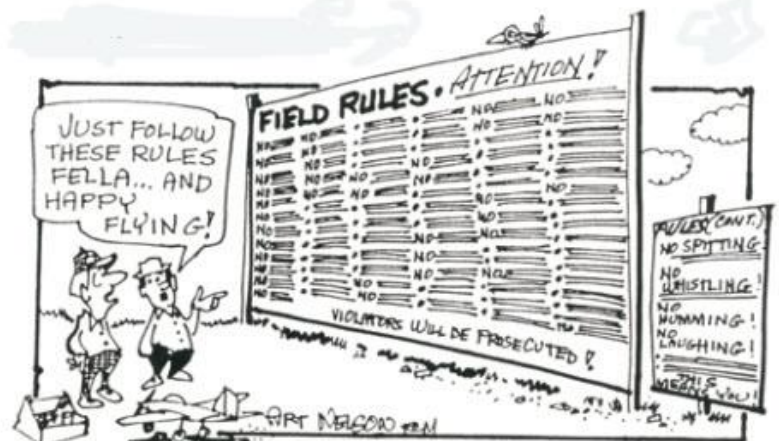
The last few Club days have been well attended despite some suspect weather. The warbirds theme day while the day was not that nice, those that attended embraced the spirit of the day.

Some of our members under the guidance of Barrie R put on a static display at Neville Fargher's property for the Vintage Machinery Club. This was well received with good interest from those attending.

A contingent of our members attended the *Waharoa* Warbirds event, from what I have heard all had a good weekend, and in the process, selling our Warbirds event to all they came across.

Keep flying, safe landings and above all enjoy yourself.

Lance Hickey - President



Club Captain's Call

Nov' 2020



YOU'R CLUB CAPTAIN HAS RETURNED!!!!

What's been going on then?

Kevin, Joe and their soaring disciples have been using our Soaring sight at Black Bridge for practice and competition flying. A very successful NZ Soar champs and at the end of November the Team trials for the World Championship F3k hand launch. This trial will bring in flyers from around NZ to soak up some fine thermally Hawkes Bay weather!

At Awatoto Field activity is growing as quick as the grass! The fair weather members are coming out of winter hibernation to terrorize the skies once more (just joking Mike!) Seriously though if you haven't flown for a while it would be a good idea to get up to speed on the quieter days until your competence returns.

Also remember Awatoto is a multi-use field. It's not the best being so narrow but it is what it is.

Particularly on Sundays you must be aware of where you are flying. If your activity is BEHIND the main flight line you MUST NOT OVERFLY the pits, parking area or edge of MAIN FLIGHT LINE.

If you find this difficult you may need help from an observer.

Remember we are still taking **Wing's Badge** tests. If you don't have at least a Basic one you will need to have a WB holder with you at all times who can take over control if needed. Members who have a Basic WB may wish to upskill to the Advanced WB in their discipline. Just let us know and I will arrange a time.

SAFETY.....I'm very proud to say we have the safest power flying field in New Zealand.

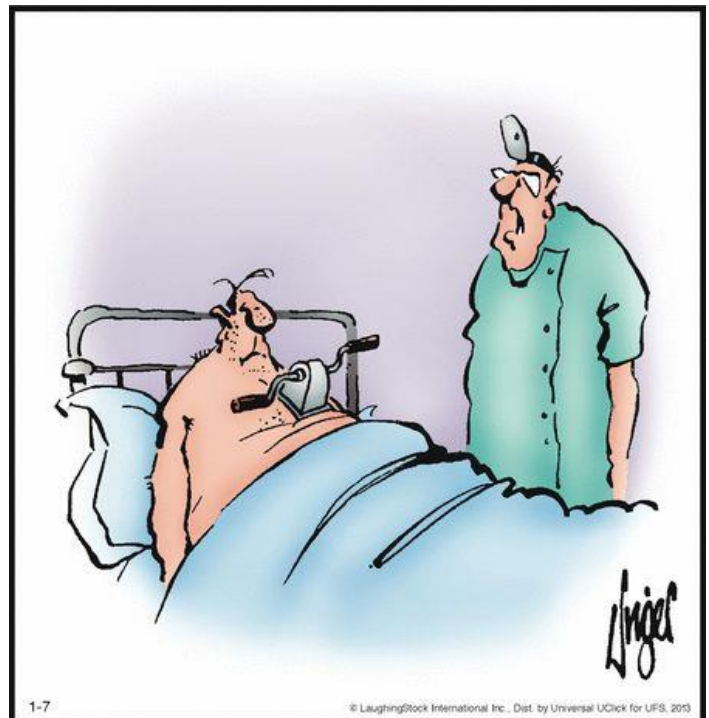
This was not easy to accomplish with strong opposition from some members. At the time I felt we had to take the safety issue much more seriously. Well the pilot safety fences were erected and are now being used with little complaint. And you know **THEY WORK!** An aircraft crashed into the barrier in front of the pilots recently, and without the barrier a serious accident could have occurred.

Is there a moral here ? **YES** there is, if you're using the main flight line, **PLEASE**, stay behind the safety fences even if you're the only one flying.

Rant complete !

Happy and Safe flying and good camaraderie.

Mike Shears - Club Captain.



**"It's just a backup system
for your pacemaker."**

CLUB ACTIVITY

Nov 2020



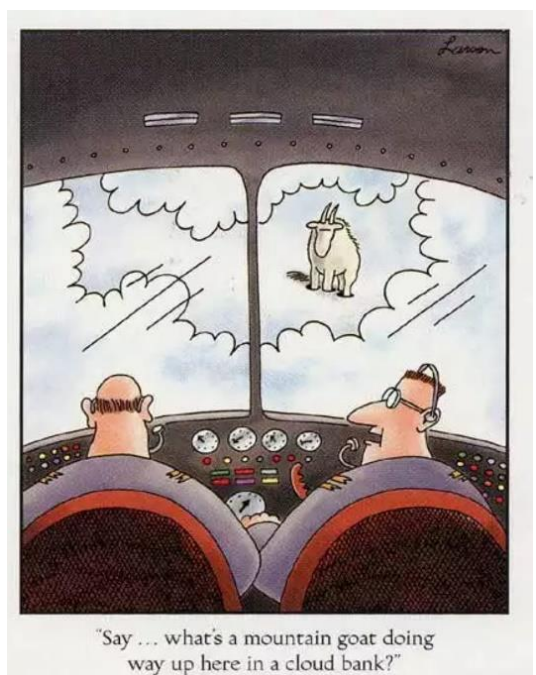
Sunday 4th October, some Northerly wind forecast which kept a few away but those that turned up had great conditions, variable wind from where ever. I had two Radian flights both off 400 ft launches ,ALES 123 practise, and both over 15 minutes. Amazing what you can achieve cruising around at 400 feet !



Pits views west and East, moderate activity and some training and most seem to survive. **Marty** was busy solving a motor (throttle screw loose with plenty of advice) problem before painting the sky with his Warbird P-47. **Daddy Rod Hughes** had a good day with his J3 Cub, earning his wings Badge into the bargain. Congratulations **Rod**, and welcome to the club. Now you can teach your son to fly properly !



Jerry Chisum was out during the week flying his Sparrow Hawk, what a pretty aircraft in the air.



Sunday 11th October, Club Theme Day "WARBIRDS" A Trial Club day promoting a warbirds theme, but all aircraft able to fly. We had a visiting van load of residents from Summerset Village, and Barry and Dave manned the barbecue and dispensed some 40 sausages. Average turnout and a moderate amount of flying though warbirds not dominating the air.



Barry and Dave in the kitchen hard at work as usual, and above, the western pits scene, plenty of jaw activity



Stan's P-51C pre-flight and John has his resident pilot Jayden back on duty with his P-51B.





David Kenwright brought out his 1909 Demoiselle and the 1912 Bleriot X1. Both of these aircrafts' French designers and pilots were prolific builders; the Demoiselle was Santos-Dumont's 20th flying machine and the Bleriot X1 was Louis Bleriot's eleventh design. Interestingly, the preceding designs were very different, some even using canards and floats. Both designers gained great fame in France, although Santos Dumont was so upset that his aircraft were utilised by the military at the start of WW1, that he gave up designing altogether. Bleriot on the other hand worked with the military and manufactured his type X1 design in large numbers. One even came to NZ and had a very interesting story. I would be happy to talk about it on a future club night!

The two seater Bleriot X1 that I've modelled is a purpose built military variant with a seat for both a pilot and observer. There were two small bombs slung below the fuselage and the observer also carried a rifle. The primary role of both aircraft at the beginning of WW1 was reconnaissance to spot enemy troop locations rather than air to air combat. Both models were on static display only with Bleriot needing some maintenance, and the Demoiselle about to be re-powered with this horizontal twin glow motor.



Sunday 18th Oct. Report in from Brett our roving reporter for the day.....

Fine day with light winds, started off Westerly and then went around to the East mid-morning as is the norm these days. Some good lift to be had, but you had to really look for it. Reasonable crowd turned up. **Marty** and his Dad **Rod** flew their Gypsy Moth several times. **Rod** also flew his drone a few times too. **Marty** had a flight with it as well. They took some photos with the drone, so you may see the results.



Danny had a naval engagement with the pilot's pad fencing and his trainer model came off slightly worse for wear! A few aerobatic models on the field and all got flown. **Barry Price** indulged in a flight or two of Vintage flying with his Kloud King. Most were starting to drift away around noon and the wind was also starting to increase. Three of us flew the NDC Radian Class N comp and **Mark** got in some practice.



NAME	MODEL	MFNZ No	ROUND									GRAND TOTAL
			1			2			3			
			FLT	LAND	TOTAL	FLT	LAND	TOTAL	FLT	LAND	TOTAL	
BRETT ROBINSON	RADIAN	2980	357	50	407	224	25	249	355	50	405	1061
STAN NICHOLAS	RADIAN	10922	248	25	273	331	25	356	221	50	271	900
BARRY KERR	RADIAN	11756	309	0	309	156	0	156	247	25	272	737





Above, some pits and various Sunday shots, and more importantly, **Marty's** latest flying style ... FPV, join the craze !!
 Thanx **Brett and Clive** for the pictures. **Ed**.

Tuesday 20th at the "Shed" Good crowd of retirees and others turned up during the morning. Lots of talk and problems solved. **Phil, Joe and Barry K**, were busy out at the field, spraying boundaries and drive/access, carpark and the hemlock below the stopbank. Members need to be aware of just how much work by a select few goes into maintaining our patch at Awatoto, "it sure don't come free" !! **Thank you guys**.



Above left, Brett conducting a post flight briefing, "there I was, nothing on the clock, upside down and coming out of the cloud!" **Above right**, We had a visit from **Tony Reid**, a prospective new member, with his Birthday

present, a Carbon Cub and a plea for help ! One almost needs a special licence or a degree to get through the set up instructions, GPS controlled and all ! **Mike** was helping sort it out.



Nev Fargher brought along his almost completed Ag Waggon for some advice on covering and set-up. Guess who



now has another job on his hands ! This one is powered by a 10cc petrol/ign CRRC motor, might be a tad nose heavy, will be interesting. 'twill be another interesting journey.

Last week, I test flew my latest Radian Rebuild (Mk 3 fuselage design) flew like a Radian should fly. Second flight I managed 15 minutes off a 400 foot launch (Altis controlled) with some good rising air over the compost patch.



This is my keeper and hopefully a more visible colour scheme to stop me flying other models in the air ! This is the fourth rebuild to date, the other three are already spoken for and I have two more sets of wings and tail feathers awaiting new fuselages. I've run out of spinners and cowlings, so if there are any spare "Radian bits" lying around in members workshops not needed, I would be pleased to take them off your hands. Just phone me on 06 8353896. This latest model has a Chinese folding prop and spinner combination which is about half an ounce heavier than the Radian model but seems to work as well. I have a range of blades and am still to test it with a watt meter to determine the best combination.

Sunday 25th October, Labour Weekend, come on summer, warm there today. Good turnout and the field was busy with most disciplines flying. Brett and I flew a Vintage NDC competition with our Night Trains, but hard work with not much lift around. Sunday Club mornings are not the best time for competitions like this, but we were running out of NDC flying days



Busy pits view and a good number of Radians taking the air. Our Juniors are busy and

becoming very skilful pilots.

Cameron Steed here in the starting poles with his aerobatic ship.





“Young” Alex here had to wrest the transmitter out of son **Jacob’s** hands so he could have a go at the controls. Turns out they won’t let him play with all the sticks and knobs in the 787 much below about 20,000 feet... not much fun in that ! The model survived and I saw **Jakey-boy** with a relieved smile on his face afterwards ! Not much flying these days for father, but the motor home is nearly ready for the road again, **Nice one**

Alex.



Mike getting some advice from our **Treasure** before a Rustrix flight. He too had to plead for a loan of the transmitter and be allowed a flight now that Jayden is back working for period in the Bay for his aircraft apprenticeship. Move over the oldies, the new generation are coming through, and Boy, can they fly !!

That’s another month wrapped up, see you in November. Where did all the other months go ? Ed.

MEMBER PROFILE

Nov 2020



Mark Kenrick LARSEN



Meet Mark, one of our more recently joined members and an enthusiast extraordinaire. Mark was born in Hawera to farming parents way, way back in 1947. He completed his secondary schooling at Te Aroha High and then followed a career in the Automotive industry starting with a mechanical apprenticeship. He spent some years in Tauranga where he owned and operated the local Brake and Clutch franchise. Mark retired in 2011 and he and his wife Josie spent five years touring New Zealand in their motor home from a base in Thames. Three years ago, they made the decision to settle in Hawkes Bay because of the weather and all of us lovely people !

Mark's hobbies and interests have centred around things mechanical and boat building and sailing etc. Unlike most of us he had no great interest in model aircraft as a youth and only came to the hobby some three years ago, in which he has become engrossed at about ~~Mark-2~~ Mach 2 ! Always trying something new, always interested, always smiling, and as he has found out, forever learning and repairing and re-building !

Nice to have you aboard Mark, welcome to the mad world of RC Model Aircraft.

AROUND the BUILDING BOARDS Nov 20



Received this update from Hamish McLagan about his B-17 progress

https://www.mfhb.org.nz/newsletter/Issue_117.pdf

Hi Barrie, Well all systems are go. She's not airworthy yet as I broke a prop during testing and still have cg issue to solve which I think I have sorted, just waiting on parts to arrive.

Here is a quick vid of the gunner and bombardier views.

<https://youtu.be/NKlbPXFmoSI>

Cheers, Hamish.



Called around to see JC "Mr Fix-it" and what should I find, but Marty's daddy's (**Rob**) Fox Moth which I understand suffered an Ooops last Sunday, almost ready to get back in the air.....

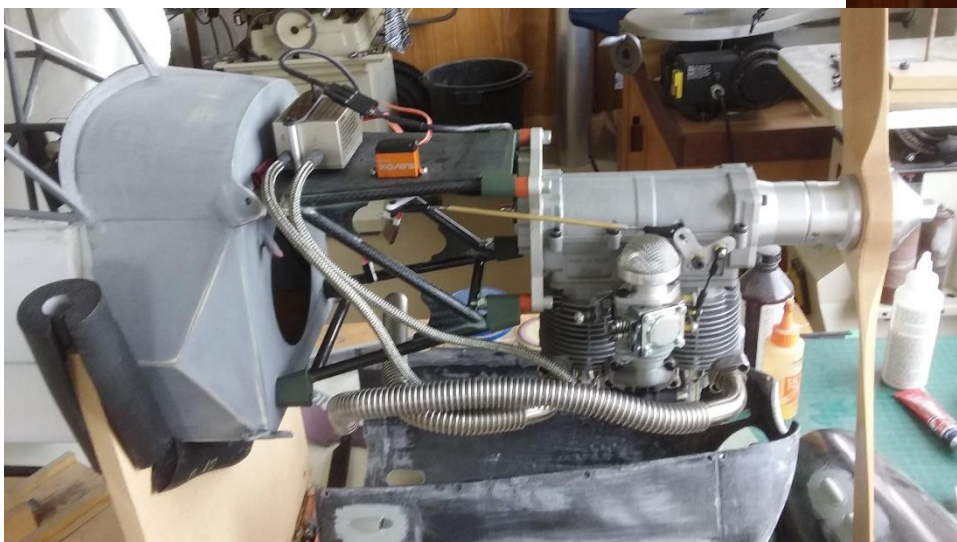


Aren't some people blessed having a tame and willing "I can Fix Anything" gentleman as a friend ?
Difficult repairs whilst you wait and the impossible takes a little bit longer !
Marty says " Boy have I got a deal for you " !



Harvey Stiver has suffered yet another bout of nostalgia. Around a hundred years ago he built an Aeronca Champ 7AC, the plane that was the forerunner to the Piper Cub. In truth it was around 1978 and later was sold on or met it's demise ? After a trip to Oshkosh early this century and finding one there, some seven years ago he got his Bud Nosen 108 inch span plan out and built a new one. That model flew but languished for a time whilst other events ruled, but recently he has repowered it with a DLE 35RA motor and **he and Andrew** flew it last week with a very happy result, flies like it should. Test flight seen above, recorded thanks to **Brett R.** Your hangar must be bulging at the seams, Nice one **Harvey.** Ed.

A couple of progress photos of **Phil Sharp's Storch**, the wings are now covered and he's currently working on the exhaust system. **Phil** has managed to find a local source of the corrugated stainless exhaust tubing (available in various diameters). If you need some for a new exhaust system he can direct you. Even better, get him to make whole system, but don't tell him I said that ! **Ed.**



Tuesday Morning at the Shed, and Peter Hamlin brought along his newly completed Sunbird Kit.



He comments, *Hi Barrie*

Here is a brief write up of the Sunbird . Firstly , the instruction info is basic , some say less than that but here we go.

Fuse or Body is four piece, join and fit the spacers for the battery and servo areas , fit stringers for the servo's and if fitting snake control fit supports onto the fuse before joining . I first fitted the supplied control wires but found them too stiff. It forced the inside edge up even with bends in the wire to reduce this, so they were replaced with Snake controls .

The servo box in the wings did not allow enough depth for a 9gm servo , so I used 5gm instead and even so had to lower the base to gain clearance to the top of the ribs .

The Tail needs to be moved back 20 to 25 mm to clear the elevators .

All finished now and ready to test fly . It is powered with a 1,000kv motor with an 8 inch folding prop , 5gm micro servos, Spectrum AR110 receiver and a Turnigy 18A E S C ., Powered by either a 700mah or 1,000mah 3S battery .

Regards, Peter Hammond .



Very nicely finished and all ready for **Bruce Abbot** to test fly for him. As a nice aside, **Peter** gave the kit of the same model to one of the juniors he outbid at the club Auction. What a nice gesture. Good luck with the test flight **Peter. Ed.**

GLIDER TOW HB. NOV 20



This report in from Vic Shaw saying ... “Hi Barrie , Some notes with pics for the Newsletter. I will send the pics with captions when I figure out how to”.

Notes from the recent aero-tow event held at our Aorangi Road site near Maraekakaho on Oct 17-18th.

The weather for the two days was perfect but not a lot of aero-tow flying was done.

Bill Jackson from New Plymouth myself and Dave James from Feilding doing most of the glider flying with Wayne Bilham also from Feilding doing most of towing.

Unfortunately Wayne’s Pawnee tow plane had a total loss of control on Saturday afternoon and was out of action for the rest of the meet. The incident happened while he was towing my Cherokee II 1/3 scale glider, I was able to release, find a thermal and make a safe landing.

The aero-tow glider flying was excellent with good thermals, some flights reaching our NOTAM limit of 1500ft.

Vic Shaw. mfhb.



General Pit’s scene at the Aorangi Site.



Dave James from Feilding brought his K8 and had good flights.



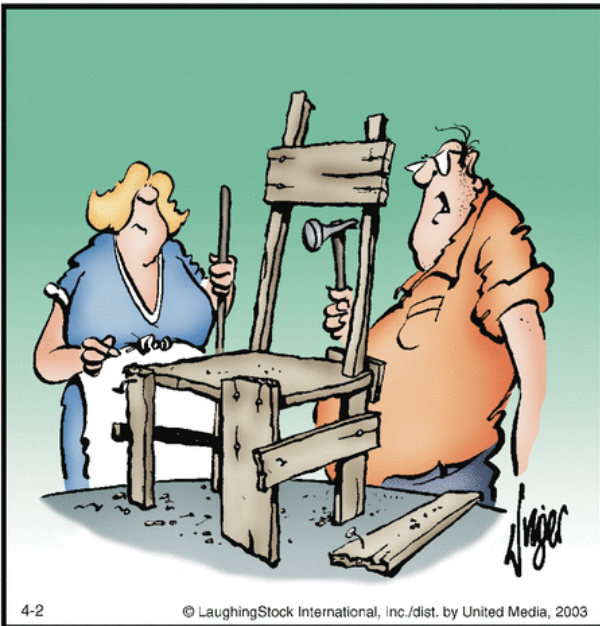
Ross Brinsley sorts out his Blanik.



Vic's 1/3 scale Cherokee II ready for another flight.

HERMAN[®]

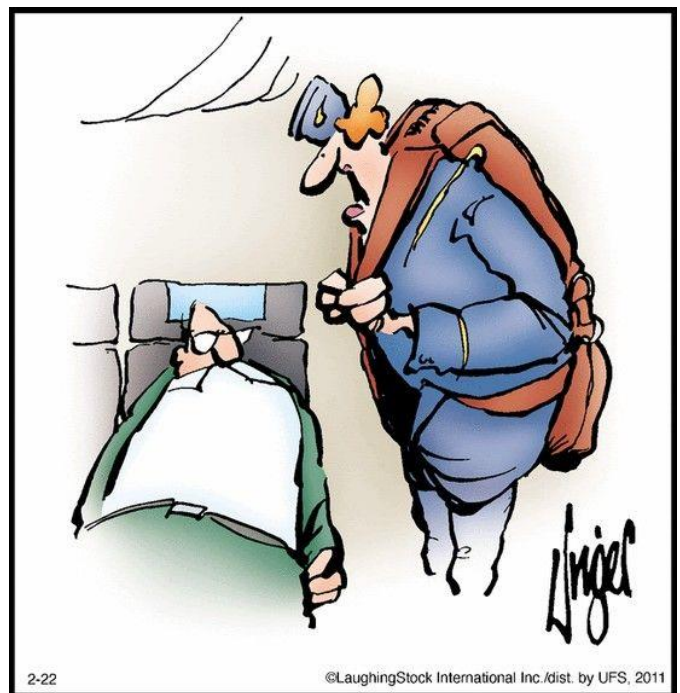
by Jim Unger



4-2

© LaughingStock International, Inc./dist. by United Media, 2003

**"I've nearly finished this.
Got any furniture polish?"**



2-22

©LaughingStock International Inc./dist. by UFS, 2011

**"Please fasten your seatbelt. We're
expecting a little turbulence."**

Nev's Machinery Club Morning Nov 2020



A PR Morning with a difference.

Neville Fargher belongs to a local group "The Hawkes Bay Vintage Machinery Club", and was having a club morning at his property in Rosser Road, south of Hastings, Sat 10th Oct. As their members were interested in all things mechanical and had heard **Nev** holding forth on the joys of Aeromodelling, he asked if a few of us could bring some aircraft along and mount a static display. To that end I contacted a few members who were very positive in their response, **Harvey and Brent Stiver** brought out two Turbine models and **Brent's Radian**, **Mike Shears** and **Jayden Molloy** brought a couple of 3-D foamies and a Radian. **Stanley Nicholas** had his Pawnee and a Radian, I took my Carbon Cub, a vintage Stardust and Radian, and **Phil Sharp** with his Tempest and Pup.



A lovely sunny Saturday morning in the Bay, a nice low key affair with **Nev's** club members just wandering around the exhibits and discussing the merits of the various models with MFHB Members. **Harvey and Brent** ran up the turbine motor which stirred up a lot of noise and huge interest. **Phil's** models attracted similar interest and he ran up the Tempest a few times.



We made good use of the front paddock and had a number of low level Radian demonstration flights and Jayden and his mate entertained with some skilful 3-D foamy and flying wing demonstrations.

It was interesting that a couple of the machinery club members had experience with early aeromodelling here in the Bay with one Ian Gordon actually featuring in one of the photos this month in the Nostalgic File. (Small world!)



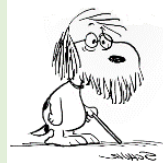
All in all, it was a very successful and enjoyable outing, a good PR exercise and nice to be able to say "Thank You" to Neville for all that he does in the background for our club.

Barrie the Editor.

October 2020.



VINTAGE REPORT Nov 2020



Thursday 1st October dawned fine, sunny and calm after the Equinoxial blow these last few days. A mild turnout and just general testing and sport flying at Awatoto. Barry Price fought his way into his hangar (the family car has been banished to the driveway), and he brought out his Taube which has been awaiting a test flight. A nice vintage model, but it really didn't want to fly nicely. It got off the ground rather reluctantly, was yawing wildly and made it back to earth safely at the end of the runway apart from a departing spoked wheel ! Some discussion and opinions about it's flight characteristics ensued and the jury is still out, watch this space !!??



Rod Hughes is making good use of the field and brought his FPV motorised something out for some exercise, I think he was fishing up river with it as the season has just opened ? Stanley was having some ground handling problems



with his Stardust and has modified the U/C thus (also need some weight in the nose !)

Mark continues to make good progress with his mid sized Lanzo Bomber

fuselage and tailplane. He intends to use the original wing which to date has withstood it's untoward arrivals and just recover it with matching film.



Joe Connolly has embarked on a new vintage mission, this time a Luton Buzzard, which will take up a little more space than a small corner of his bedroom, at around 3 meters wing span and electric powered. Not quite an ugly duckling, it might just turn out to be a swan !

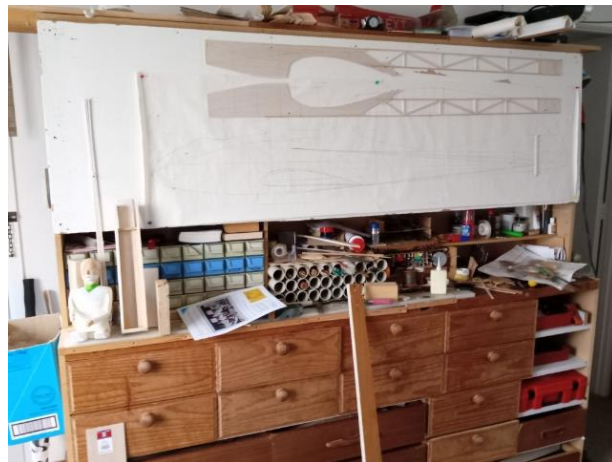
The Buzzard was a single-seat ultralight of wooden construction, fitted with split flaps and an all-flying tailplane, and powered by a 35 hp Anzani inverted Vee air-cooled engine. The Buzzard was designed by C.H. Latimer-Needham, and built by Luton Aircraft at Barton-in-the-Clay, Bedfordshire in 1936. The only Buzzard, registered G-ADYX and designated the Buzzard I first flew in 1936. On 16 November 1936, it was damaged during landing at Christchurch, Hampshire.



In 1937, it was rebuilt as the Buzzard II with short-span wings, enclosed cockpit and an orthodox tailplane. On 8 May 1938, it was damaged beyond repair while being demonstrated at a Royal Aeronautical Society 'garden party' at Great West Aerodrome.

General characteristics

- ◆ Crew: 1 ◆ Length: 21 ft 6 in () ◆ Wingspan: 35 ft 6 in () ◆ Height: () ◆ Empty weight: 400 lb ()
- ◆ Max. takeoff weight: 600 lb () ◆ Powerplant: 1 ◆ Anzani inverted twin, 35hp () Performance
- ◆ Maximum speed: 95 mph ◆ Range: 180 miles ()



Joe is making progress, his building room is shoe horned into his small flat, so it's a work of art to manage building a three meter model ! **Nice one Joe.**

Thursday 22nd Oct. A good turnout at the field, a relaxed morning of sport flying and a hefty dose of Radians. Idyllic conditions.



From the Left; **Rod Hughes** (FVP Glider) / **Tony Ives** (Radian) / **Barry Kerr** (Radian) / **Mike Shears** (Radian) **Barry Price** (Kloud King) / **Self** (Newest Radian rebuild) / **Ted Martin** (new member) / **Danny Young** (Trainer foreground) / **John Aitken** (Falcon) / **Anthony Hales** (Radian) / **Derek Barber** (Night train) / **Photographer Brett Robinson** (Bomber)

We have had a large high wing cabin vintage model languishing in the shed loft for a couple+ years. **Mark** took it home last week and did some superficial repairs and fitted an OS brushless motor and three cell lipo. **We don't know**



what it is, does anyone out there have a clue? **Mark** (mode 2) took off for the test flight, it climbed vertically and when he cut the power after a couple of interesting bunts, it returned to earth in a further series of bunts and arrived heavily on the U/C and flipped on it's back. Mostly survived with a couple of bends, so I offered to test fly with my "Normal Mode 1" set !! An interesting flight, I took off and flew a high and large single circuit and landed eventually, the whole time with my elevator stick fully forward (down) !! So, **Mark** has gone home to take a couple of bends out of the U/C and wing, pack up the trailing edge, and add a bucket of down thrust to the motor and we'll try it again from here. Might need a bit of nose weight as well. What fun, I think when trimmed out it will be a very

nice vintage model, just need to find out it's origin so he can decide what competitions it is eligible for. **Nice one Mark, Ed.**

Update Sunday 25th. **Mark** made the changes, lifted the trailing edge 5mm, increased down thrust on the motor by another 2+ degrees and added around 10 ounces of nose weight (to replace the weight of the original IC engine setup) and she flew like a vintage model should fly. Sufficient power from the OS electric motor and now just needs a few trimming flights to get the control throws adjusted and the CofG fine tuned. **Ed.**

Sunday 25th Oct. Brett and I took the opportunity to fly the NDC Classic E Texaco comp. Very flat conditions, the sea breeze had settled in, so our Night Trains were struggling with the required smaller 2S 550 mah batteries. Scores..

R/C VINTAGE CLASSICAL E-TEXACO

		25/10/2020			
		ROUND			
NAME	MODEL	1	2	TOTAL	
BARRIE RUSSELL	NIGHT TRAIN	FLIGHT 617	FLIGHT 632	1249	
BRETT ROBINSON	NIGHT TRAIN	FLIGHT 463	FLIGHT 442	905	

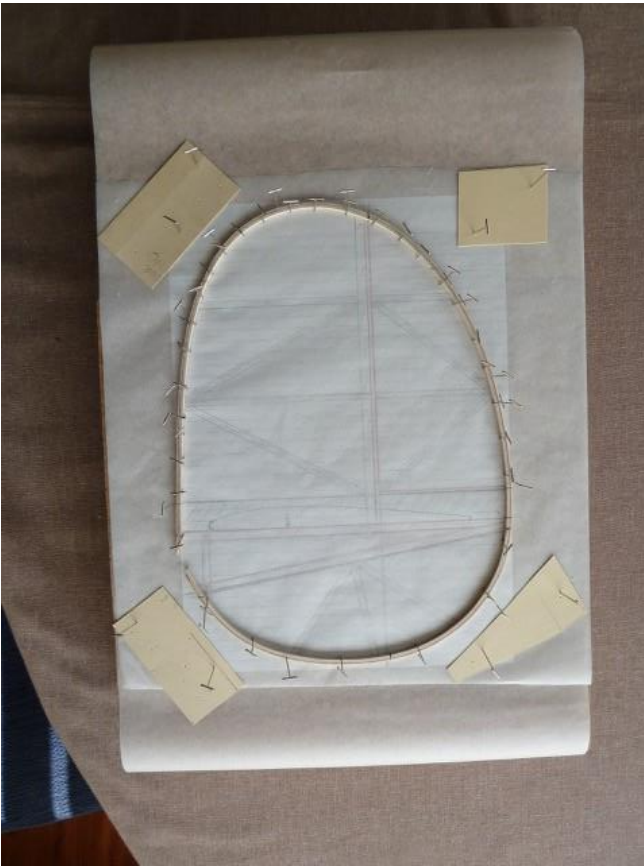
And the updated Vintage Club Leaderboard is as below:

CLUB LEADERBOARD	
BARRIE RUSSELL	31
STAN NICHOLAS	20
BRETT ROBINSON	12
RUSSELL NIMMO	7
MARK LARSEN	5
GAVIN SHUTE	1



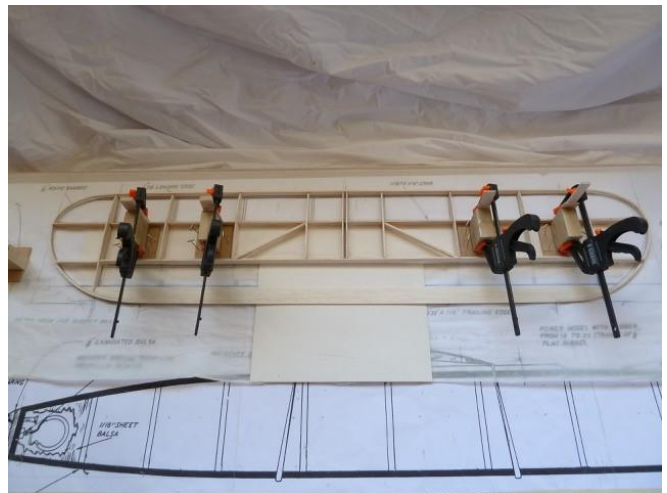
This just in from Tony Ives, who continues to build his and Stan's Gollywocks.

As evidenced in these pictures, Tony's building is a work of art, what more can I say.



Above Left. The fin is pinned to the board with the drawing of the layout underneath.

Above Right. All the struts and rudder posts etc have been glued together

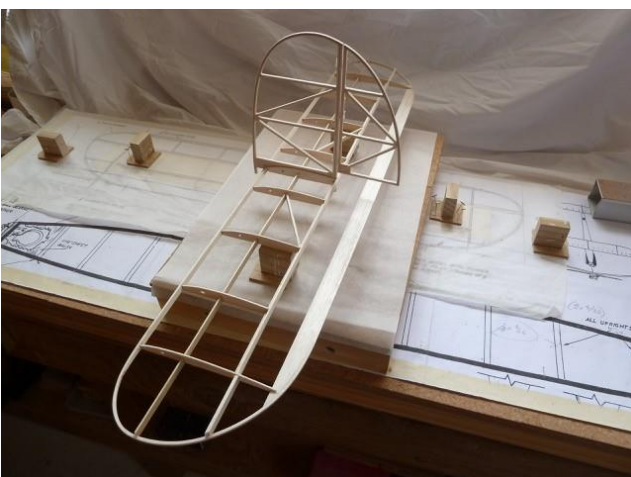


Above Left. Fin cut into separate pieces : fin, rudder and landing skid.

Above Right. Stabiliser attached to the building jig.

Left. Picture showing how the fin is attached to the stabiliser.

Thank You Tony, it's a joy to watch your progress. Ed.



Feature Article

Oct 2020

Peter Duncan's Vintage *Popsie*. Pt. 3.



Peter pens the penultimate instalment of his large vintage Popsie build

VS-POPC PART 3

My expectation was that the big Popsie begun in earnest on July 9 would be finished by Labour Weekend. Expectations are usually worthy goals, reality is different. Other things get in the way. But, there has been progress. The flying surfaces have been covered, the control systems tested (Fig. 1 with the spinner just sitting not mounted on the motor), and most decisions made.



Fig 1

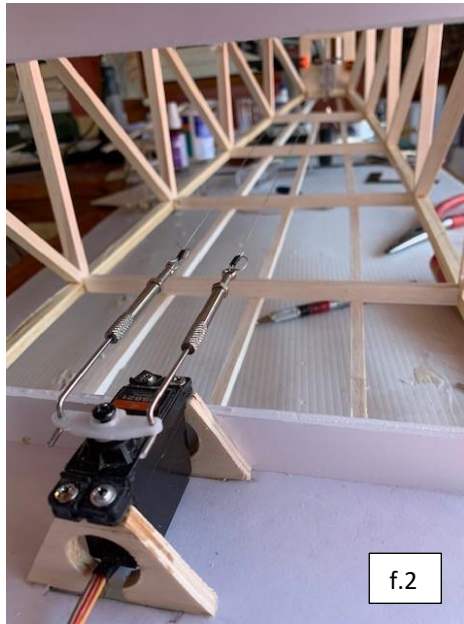
I am seriously considering fixing the tailplane in place rather than detaching it for transport. The whole rig fits into the SUV quite comfortably. I might even get my Tomboy in as well!

Fig. 1 is pretty much where I am up to at weigh in time without the fuselage covering. I was mimicking Barrie's goal of 3.2 kgs. It's 3.7 kgs at this weigh-in, the major contributor being the custom sprung undercarriage. So, it's going to be over the goal weight but the balance is good with the CG being almost where I want it. The battery being athwart under the front hatch has paid off.

Figs 2. and 3 show the push-pull set up for the tail wheel tested and working.

Fig. 4 shows us back finishing the cowling. Having masked off I have a rattle-can of grey primer that helps highlight the surface features that require filling as in Figs 5.

The next stage cannot be completed without savoring a dozen of those Southern delicacies, Bluff oysters, and saving the container for this next operation as in Fig 6 (sadly now out of season You will have to find a tin. It won't work so well especially if all it had inside was tuna).



It's talcum powder again, this (Fig. 7). After sanding

time mixed with non-shrink dope



(Fig. 8) and

spraying again (Fig 9) and sanding, filling, sanding again (Fig 10) its now sprayed with white undercoat ready for a top gloss coat—unless, as my two younger brothers attest, you suffer the eldest sibling perfection syndrome, or ESPS, for which I understand there is no easy cure. At least you end up with a pretty nice cowl sprayed with gloss white with much of the weight gain in paint and filler sanded off.



Fig. 11 shows the underside of the tailplane with the fitting of the two tailplane servos tested and trimmed. The rudder controls will be fitted once the fuselage is covered.



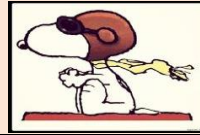
I mention one thing—hinges. In my time I have built a few planes and mastered the art of most aspects. Except hinges. I will only use hinges with a steel or cotter pin. They confound me, annoy me and mess up my perfectly good wing and tail work. I have a set of hinge-slot instruments, I am meticulous about placement and very careful about set-backs to seat them and that means I cannot easily remove the pins before gluing. It's gluing them in place without gluing up the hinge that's my problem. I have coated the bearings with Vaseline but the glue somehow still seeps in. Lately I have resorted to drilling through the hinge squeezing in some medium CA then pushing through a piece of glued toothpick. Works well but leaves unsightly holes along the hinge line that need to be patched. The process usually leaves me quite unhinged...

Mid-November is my new completion goal. Then I've promised myself to clean up—or was that clean out—of the Model Construction Facility. The designation I like for model associated research, development and storage is already taken by a good doctor local modelling colleague and friend of Barrie Russell. His storage shed outside his workshop has a label on the door, AREA 51, with the recognizable graphic showing unauthorized entry is accompanied by the hazard of nuclear radiation. I understand this archive of modelling dreams and disasters is never bothered by rats and mice.

Peter Duncan. Wanaka MAC October 2020.

*Ed here, Thanks for another great build instalment Peter, I was out flying my "Super Popsie" at Awatoto Field today (Thurs 29th Oct) and had a ball, it's a delightful model to fly. Maybe not competitive, but who gives a hoot ? Interesting comment about hinge gluing problems which we all know so well. For what it's worth, I too cut the slots well positioned and pre fitted etc and use metal pin hinges and apply Vaseline to the pin ends. I glue them in with 30 minute epoxy thickened with a small dose of micro balloons and apply that thickened glue to the slot,(not the hinge) working it in with my favourite thin kitchen knife, and scraping off any excess residue flush with the leading and trailing edge surfaces. Then push the hinge into the glue filled slot, and the glue stays inside and away from the hinge pin. Alternatively, if you apply the glue to the hinge plate instead, as you push it into the slot, the glue is pushed up and piles around the hinge pin with the expected bad result. For what it's worth, it works for me for both fixed and removable pin hinges. As an extra aside, I also make sure the hinge plate has a number of reasonably large holes so the glue passes through and acts as locking pins. **Barrie.***

Warbirds over Waharoa. Nov 20



Waharoa Warbirds




Saturday October 17th

114 Jaggers Rd, Waharoa

BBQ lunch
Prizes on the day
9am gates open
Fly until dark
Camping available

Welcome to fly at club day on Sunday

Page 10
Model Flying World

A number of our members drove to Waharoa for the weekend and flew at the Waharoa airfield in the Hamilton MAC Warbirds rally. **Rob and Lee Lockyer, Mike and Jayden and John Clarke and Kim and Dominic.**

Rob sent in this report.... Re the weekend. Sorry did not get much time, too busy talking and catching up, but here is a bit.

There was a good turnout turn at Waharoa Warbirds, one of the biggest for some time I believe.

John Clarke, Mike and Jayden and I travelled up. John's sons and grandson met us there.

Plenty of great flying, great weather, great banter and great company.

Best WWI was Chris Verrall, with his Eindecker

Best WWII was Stan Hudson, impressive Spitfire

Best Post WWII, Arjen Visser, very nice Wilga

Pilots choice, Graeme Giles, Comp ARF Corsair.

Lots of nice 4 stroke engines. The moki and Saito sound awesome.

Arjen's ¼ scale Wilga looks very nice with his colour scheme complete with flashing nav. lights. However more a civilian camouflage than a warbird. All done with spray cans, very nice job.

Any Corsair looks good to me but Graeme's Comp ARF takes the cake. It was very easy to see with the sky we had, with his colour scheme rather than the standard blue.



Adam and John Butler down from Auckland.



(Our -ex) Alan Rowson with another biplane.



Arjen Visser's very nice Wilga



Briggs family Mosquito.



Graeme Giles, Comp ARF Corsair.



All in all an enjoyable weekend with members staying on for the Sunday club fly. Good weather and a great venue.



Nostalgia Files

October 2020

Barrie the Editor



As noted previously, one of the pleasures from editing and publishing this Newsletter is the opportunity to meet new people connected in some way to model aviation, making new friendships and learning about the past, the present and the future.

We've started something, hopefully of interest to our older readers, and inspirational to the newer set, and puts a face to some of those names from the past. And look how well dressed they all were, tie and jacket ready to go flying ! **Brett** sent in these photos belonging to **Peter Fraser** a member of his plastic modelling group.

Hastings Model Aero Club, 1955.



R. SIMMONS, H. RICHARDS, B. D. NORSE, C. PEARSON, A. T. MARTIN, J. DOMANES, R. J. MILNE
 H. E. DEW, F. SEMMONS, H. D. HENDERSON, J. HICKS, A. A. J. DEANS (Sec-Treas), B. LAY (Dist Capt), N. WILKINSON, L. P. HARRIS,
 I. A. GORDON, A. R. HALGARTH
 W. R. FLEMING, Mr. F. GARTON, Miss M. M. HICKS, F. J. FRASER (President), Mrs F. GARTON, Mrs J. HICKS, F. J. GODFREY,
 D. THEKLESON, H. WOTHERSPOON
 E. DAVIDSON, R. WING, H. E. MONK, B. MUDOWAY, T. K. McEAT, L. R. LAMBERT.

Peter who was President at the time, sits middle second to bottom row. John Deans, our shelter beneficiary stands above him left, and on his right is the late Brian Lay who I was at school and modelled with and on occasions we biked out to the Chatham Rd flying site as teenagers. The late Lester Harris, a prominent member of MFHB and Hastings model shop owner is also there on the right.

The below photo similarly shows some well known modellers, with the late Jack Godfrey a prolific builder and a member of the NZMAA Hall of Fame who flew with Gordon Vogther in the 1950's and beyond.



Rear- Peter Fraser, ?? Butcher? Bob Fleming, Lester Harris, Gary Coker, Phil Chote, Dale Therkelsen.
Front: Brian Amner, Jack Godfrey, John Deans.

I asked Brett if he could maybe get Peter to give us a little bit of history, and WOW..... Peter responded, read on.

Hastings Model Aero Club - A History Peter Fraser.

To the best of my knowledge the Hastings MAC was formed about 1947 with founding members A A John Deans, E.G. Ted Holmes, Jack Godfrey and possibly, Roland Wong. I believe there was a small club operating before WWII. Most of the Hastings MAC younger members were also members of the Hastings ATC as well, as that was seen as a good route of entering the RNZAF later on.

We had the use of a large area of ground off Irongate Road (now named Chatham Road.) Flaxmere, as we know it now, didn't exist then and this land ran right through to S.H.50 at Roy's Hill.

On Sunday mornings we all biked to Irongate Road for free-flight meetings and on Sunday afternoons we went to Windsor Park for control-line flying. (There was No Karamu High School there in those days.)

The property at Irongate Road was owned by a Mr and Mrs McConniche, who farmed at Pakowhai.

From this property, many free-flight and sailplane models caught thermals and some ended up as far away as the Roy's Hill rifle range, Te Awa farms, Bridge Pa airfield and the Longlands Maraekakaho Road area.

The Hastings MAC also had the use of Windsor Lodge (owned by the then Hastings Borough Council, that is where Fantasyland is now located. This was large house with many rooms, kitchen etc. and was also used by many other organisations. We held our monthly meetings there and had use of the large lounge, which we also used for indoor flying – both power and rubber powered.

Many inter-club meetings were held at Irongate Road and at Windsor Park in Hastings, also meetings in Palmerston North (Russ Johnston) Gisborne (Wally Findlay) and in Hamilton (Alf Leong.) A club in Huddersfield (U.K.) postal contest was also organised by our very able Club Secretary, John Deans.

The 1951 club photograph (above) actually showed only a small part of the membership at the time. Some members that came along later were:

Bob Fleming - who later became a top dressing pilot, flying Fletcher aircraft from Waipukurau and Dannevirke etc.

Lester Harris - who became a major builder in Hastings and later on operated Hastings Model Supplies and also became an early member of the current club (MFHB.)

Dale Therkelsen – became a well known Photographer and went on to become the owner of Lovel-Smiths in Hastings.

Brian Amner and Jack Godfrey joined Aerospace Industries in Hamilton and became senior engineers.

Anthony Archibald John Deans – our very able Secretary/Treasurer, worked for many major building companies in Hastings and was the builder of many powered and rubber free-flight and sailplane models. Although, they all had to have a red fuselage and yellow wings and tail planes!

Not on the photo was a great stalwart of the Hastings MAC – E.G. Ted Holmes.

Ex RNZAF Fiji in WWII, Ted would bike from Lascelles Street South at 5am every morning (rain or fine) to the Tomoana freezing works, 5 days per week. (He was a boner at the works.)

Ted had his own machine shop in his garage, with his lathe and a lot of other machinery. He would service all makes and models of model engines for anybody. Ted had also perfected the manufacture of needle valve and spray bar parts for all makes and models of engine. These were in demand all over N.Z. He would also make spinners, which couldn't then be imported. He was also great free-flight model builder and had an O & R Ignition engine. I also believe that he had a petrol ignition engine and that he was one of the first to have a radio control set in the Hastings MAC.

From the 1955 photograph (again above)

Barrie Simmons became a top dressing pilot flying Cessna 180's, Fletcher turbo props and helicopters in Fiji.

Andy Martin, son of the well known Temple Martin (of Tiger Moth fame at Bridge Pa) and brother Andy, also of Tiger Moth fame.

John Romanes was a brilliant engineer and model maker, brother of Harry and worked for Unicast Concrete Products.

Bob Milne, was a school teacher who would ride a motorbike from Whanganui to Havelock North every weekend to not only build his own house, but to also managed to find the time to build his many twin-engine A-26 type models, control-line and team racing models as well.

Brian Dew became a well known cartoon artist in New York.

Bruce Henderson, another brilliant model builder became head of Pictorial Publications in Hastings.

John Hicks and family became well known florists in Hastings.

Rex Mudgway was a good control-line modeller who became the owner of Rex Mudgway Motors of Hastings.

Mrs & Mrs Frank Garton, these two really fine people really made the Hastings MAC in the 1950's-1960's. Frank had his shop next door to the Regent Theatre in Heretaunga Street in Hastings. This was a great meeting place and he was a good business man who carried a good range of stock and held the agencies for Bettar (New Plymouth) for plans, balsa cement, Keil Kraft and magazines such as Aeromodeller (U.K.) Scale Models (U.K.) and Flying Models (U.S.)

Frank also held stocks of fuel and oil supplies and Noel Wilson Chemist (whose son was also a modeller) also held large stocks of ether and castor oil.

J. Mills Carriers, who held the Shell agency also carried stocks of Methanol and Castrol R.

In later years we saw Jack Charlton's Sports Shop, Bunkers, Onward Cycles and Hastings Model Supplies all carrying modelling goods.

About Peter Fraser.

Joined the Hastings MAC 1947-1948.

First model engine was a Mills 1.3 purchased from Collinsons in Palmerston North for the then grans sum of 75/-. Later I had Frog 500's, McCoy 29's Webra's, Super Tiger 15cc engines and single and twin O&R outboard motors. Still have the Mills 1.3 and the Frog 500 plus a number of Keil Kraft kitsets and Jetex motors and kitsets.

First kitset I built was an Eaglet Sailplane glider. I later built Frankenstein's, Tomboys, sailplanes and many Class A & B Control-Line team racers.

(Clocked 120mph with a McCoy 29 powered speed machine at Windsor Park.)

The Hastings MAC had a good range of model engines within the club including the glow plug and diesels that began becoming available after WWII.

I've enjoyed aeromodelling, but work, girls, cars, marriage and business have all kept me away from aeromodelling for some time.

I still build 1/35 scale military and WWII kitsets and enjoy the odd visit to Awatoto to see the progress being made within the present club (MFHB.)

Have to admit though, that age is now creeping up on me – but model building is great!

Peter Fraser.
October 2020



Ed here, Thankyou Peter, that is most edifying and gratefully received. Will be of much interest to members. It is important to have this history recorded. Members will be interested in this picture below of Peter's scale military models at a recent display at the Napier Boy's High school Hobby Show, he sure hasn't lost any of his modelling skills.



FOR SALE

Nov 20



Last month's column was a resounding success with a lot of generous help from **David Kenwright**, I managed to purchase NIB an OS 61 four Stroke motor from the States. Now I've just got to build a plane for it !

This month, have we got some deals some for you !! **Squaddie John Aitken** is rationalizing his storage capacity and the direction his building and flying is going in the future and called for my help. Talk about Aladdin's caves, the workshop, the double garage, the garden shed and auxillary sheds 2 & 3. I think we could set this up as THE SALE OF THE CENTURY....

"THE GOOD, THE BAD, AND THE UGLY !!!" No to be fair, maybe that should read, **"THE GREAT, THE FAIR and the FUGLY"** ! The offering goes something like this.....

"THE GREAT" #1. **BUCKER Jungmeister BU 133.**



Assembled from a Seagull ARF kitset

<https://www.hangarone.co.nz/shop/rc-aircraft/seagull-models-aircraft/seagull-bucker-bu-133-020m3-by-seagull-models?gn=Seagull%20Models%20Aircraft&gp=68> Has had only one test flight, conducted by Jayden last year. Model is complete with all gear, Spektrum AR8000 Rx, 6x servos and a NIMH battery. Powered by a 26cc Zenoah petrol motor with electronic ignition. Just bind to your Rx and go fly.

Set up cost today around \$1400 to \$1500. John would consider an offer somewhere close to half that cost.

Please phone to view and negotiate. 022 011 2440

"ANOTHER GREAT"**#2. FOCK WULF 190.**

ARF model fully set up with a Plettenberg brushless motor 25-18 <https://www.trinityaries.com/shop/b2b-products/plettenberg-motors/plettenberg-orbit-25-outrunner-brushless-dc-electric-motor/> All servos, ESC , Electric retracts and a Spektrum AR7000 Rx + Satellite. Comes with a 4S Lipo 4000 mah battery. Just charge the battery, bind the Rx and go fly.

A steal at **\$400.00** phone John on 022 011 2440 to view and negotiate. You might even want to offer him more, it's such good value !

Now for the "FAIR". This group of models have been well loved but languished and are in need of various degrees of TLC. Well worth contemplating.

#3. RUSSELL SPECIAL

Another of yours truly's (**Ed's**) brainstorms, sold to John some years ago a very successful quick build sport aerobatic model designed around a ply fuselage frame and fibreglass cowling (two of which are available with the model.) A good flyer and comes with a very good OS 46 two stroke motor and fully set up with servos etc. Make an offer for the lot around the \$80 - \$100 mark. **phone John on 022 011 2440 to view and negotiate.**

4 PIPER PAWNEE



Plan built by John some years ago, model in need of some creative TLC, but could be a good low cost flyer. The value is in the motor, a good OS LA46 blue head sport two stroke motor. Servos and gear fitted, **Make him an offer. phone John on 022 011 2440 to view and negotiate.**



5 MESSERSCHMITT ME 110.

Twin electric **brushed motors**, all set up with gear, this hand or bungee launched foam model is a heap of fun. Kit built and 1650mm wing span. Would also make a great slope soarer.

Make him an offer. phone John on 022 011 2440 to view and negotiate.

#6, AERO SUBARU.



MG_1485

.60 sized, no motor but complete with servos and gear. Come and have a look, good sport model with a little bit of TLC and a motor, IC or Electric. Make an offer, it's not worth a lot, but has good value in it ... if that makes sense ! **Make him an offer. phone John on 022 011 2440 to view and negotiate.**

#7 TWIN ISLANDER,

A tired model, but the value is in the motors and gear. 2 x Hyperion brushless motors with contra rotating props



<https://www.empirerc.com/z3007spec.htm> HP Z 3007 – 30. Plus 2x Pentium 30 Amps ESC's. Just replacing the motors, ESC's and servos and props with cheaper Chinese equivalents would set you back over \$180. Make an offer and fly the twin for fun or use the gear in two new models you've been contemplating. **Make him an offer. phone John on 022 011 2440 to view and negotiate.**

And now we come to the best part... **“THE FUGLY.”** And what does the **F** stand for ?
FREE of course, what did you think it stood for ... Tut Tut !

ZERO. Fixed U/C, no motor, as is
 where is



TRANSAL C160, again, no gear, all
 robbed for the next project. As is where is.



A pair of built up wings, free to good homes, might save you a lot of time building that next model

And the piece de resistance , the FUGLIEST of all,

John's beloved Spitfire Mark 24 , his first really serious model. Well second actually, the original Spitty died through some malfunction, and the late Barrie Roberts somehow pieced it all together and used it as a plug to make the mould that this model came from. John still has the mould and you're welcome to that as well. The model has no gear, but would make a great static model. Or ... could be rebuilt by someone with enough enthusiasm, **WHAT SAY YOU ? Remember, it's FREEUGLY. Ed.**



To view any of the above **phone John on 022 011 2440 to arrange a meeting.**

Club Sale Items.

The following have been donated to the club to offer for sale for club funds. These items are being held by Secretary Barry Kerr. If you wish to view and/or purchase (be in Quick) please ring Barry on 027 8431490 or email him at kerrbp@xtra.co.nz



Turnigy batteries all 3S Lipos.

1x 4000 40 – 50 C Little used/ in good condition. Cost new today \$70+.

Sale \$35.00

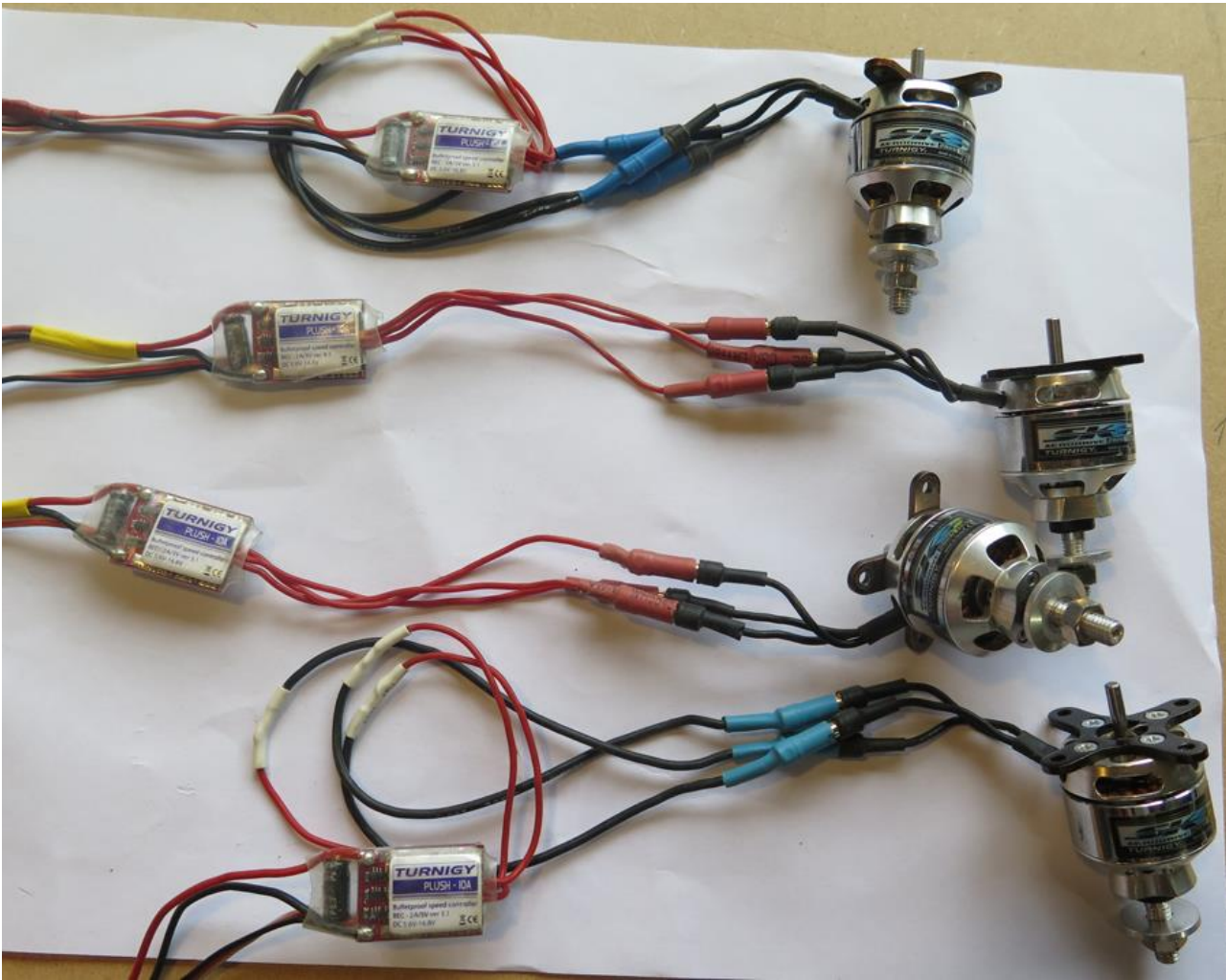
2x 3000 30 – 40 C Similar good condition. Cost new today \$60+.

Sale \$30.00 Each.

1x 2200 30/40C Had more use but still a good battery. Cost today \$40.00 +

Sale \$10.00

Used brushless motors and matching speed controllers.



Motor Turnigy SK Aerodrive 2826 KV 1130 New cost with post and tax around \$50.00

https://hobbyking.com/en-us/turnigy-aerodrive-sk3-2826-1130kv-brushless-outrunner-motor.html?queryID=cbbc8b3d15f1c35a22c7beb714875379&objectID=17142&indexName=hbk_live_magento_en_us_products

ESC 10 amp Turnigy Plush replacement cost around \$30.00

We are offering these as four separate units, Motor and ESC combined

FOR SALE Brushless motor and ESC **\$35.00** per set.

Phone/mail Secretary Barry Kerr on --- 027 8431490 / kerrbp@xtra.co.nz



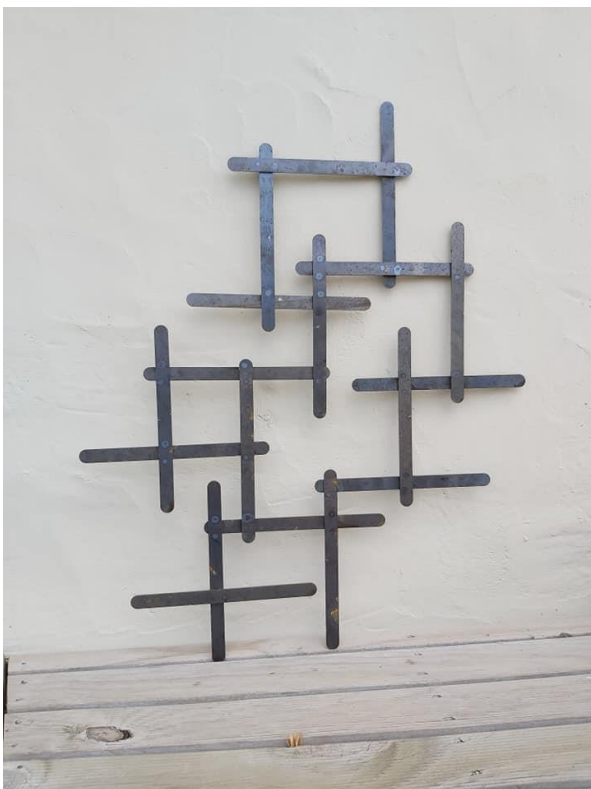
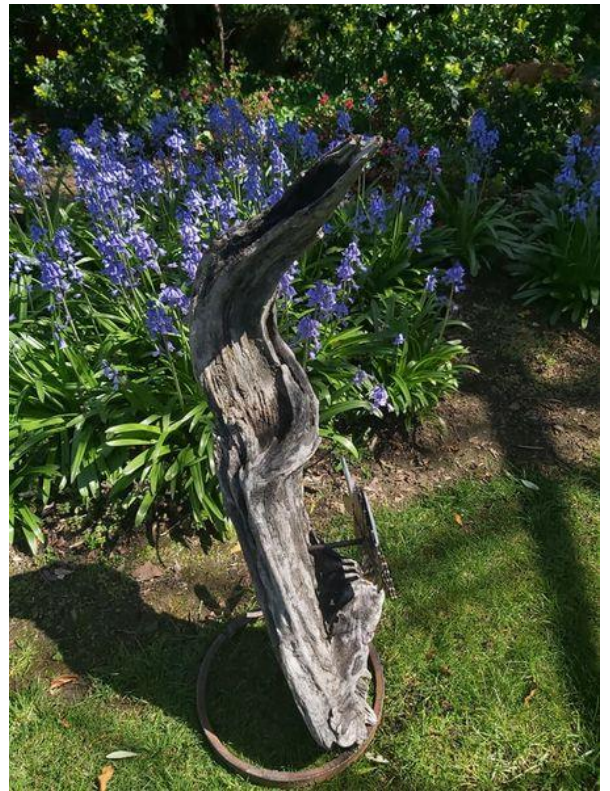
Garden Art by Jacob Wardley Nov 20



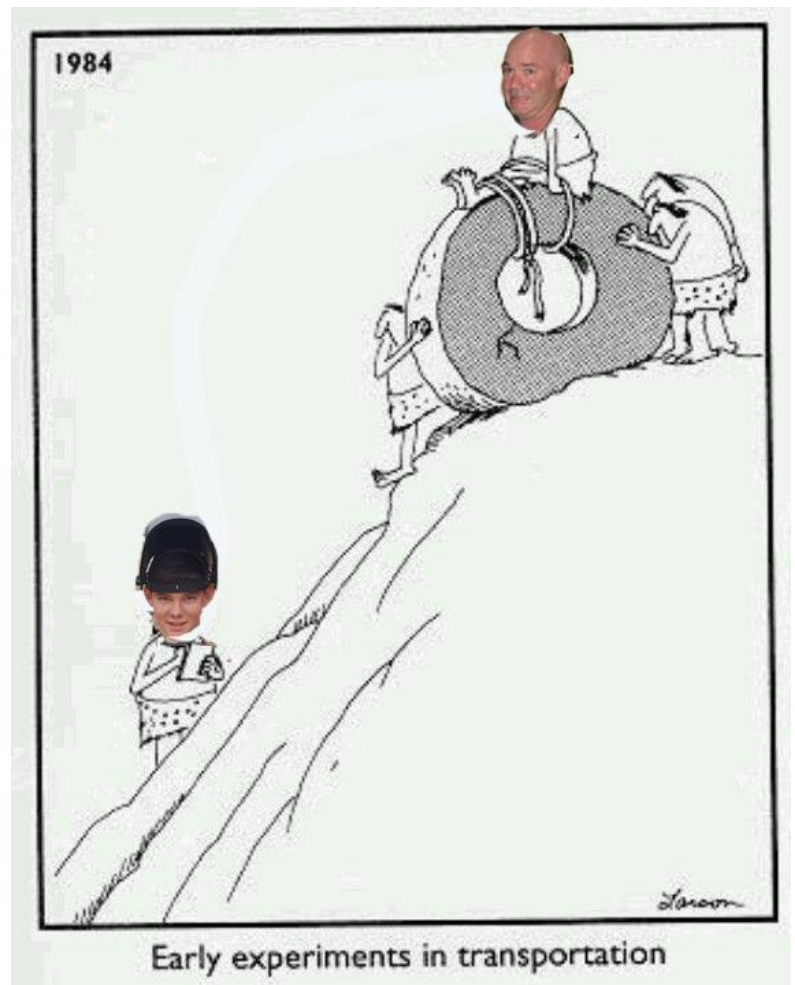
Unsurprisingly, amongst our younger members, we have some amazing talent. Jacob Wardley who we all know as an up-coming expert Aerobatic pilot and a very likeable young man has displayed another talent amongst his modelling skills. I understand he is keen to pursue a future in the Aviation industry, starting on the mechanical side and is already enhancing his metal work skills. He has always had a very creative bent, whether it be model making of just creating "Things", and to this end he has recently held a Facebook exhibition of his "Garden Art" collection.

<https://www.facebook.com/JacobWardley16/>

I was so impressed that I just have to share these great pieces of scrap metal garden sculptures with you. The pictures speak for themselves and they all have names !







I know a number of the above are already spoken for, but a quick call to Jacob will ascertain what is still available for purchase or what he might have in the pipeline. Maybe he could weld you up a model aircraft, his imagination knows no bounds. Give him a call on 022 601 5928 and discuss your "Garden Art" needs.

Well done Jacob, great to see someone thinking outside the square. Ed.

WOT'S ON THE WEB. Nov 2020



For anyone who has had a history or a love affair with a DH 82 Tiger Moth, this video (Pts 1 & 2) is a must.....



A Tiger's Tale Part-1. <https://www.youtube.com/watch?v=fINPSwcR6F8> can be an emotional journey !



I've suggested that Dave Kenwright and Phil Sharp get together and build one of these...

<https://www.facebook.com/RCScaleAirplanes/videos/960643351097591> Have a look at the stunning sight and sound . Phil could build the motor and David the airframe ? Club project ??

A CLOSING SMILE. October

2020



A local news station was interviewing an 80 year-old women on why she had recently got married for the 4th time. They wanted to know her secret for finding love again and again. The interviewer asked her a few questions about her life and about what it felt like to be a bride again at 80. Then he asked her what her new husband did for a living. "He's a funeral director", she answered.

The newsperson was surprised at her answer, and wondered who else she had married. He then asked her if she wouldn't mind telling him a little about her first three husbands, and what they did for a living. She paused for a few moments, needing time to reflect on all those years. Her life has been full of exciting moments especially with three husbands.

After a short time, a smile came to her face and she answered proudly explaining that she had first married a banker when she was in her 20's.



Then a Circus ringmaster when in her 40's,



And a preacher when in her 60's.



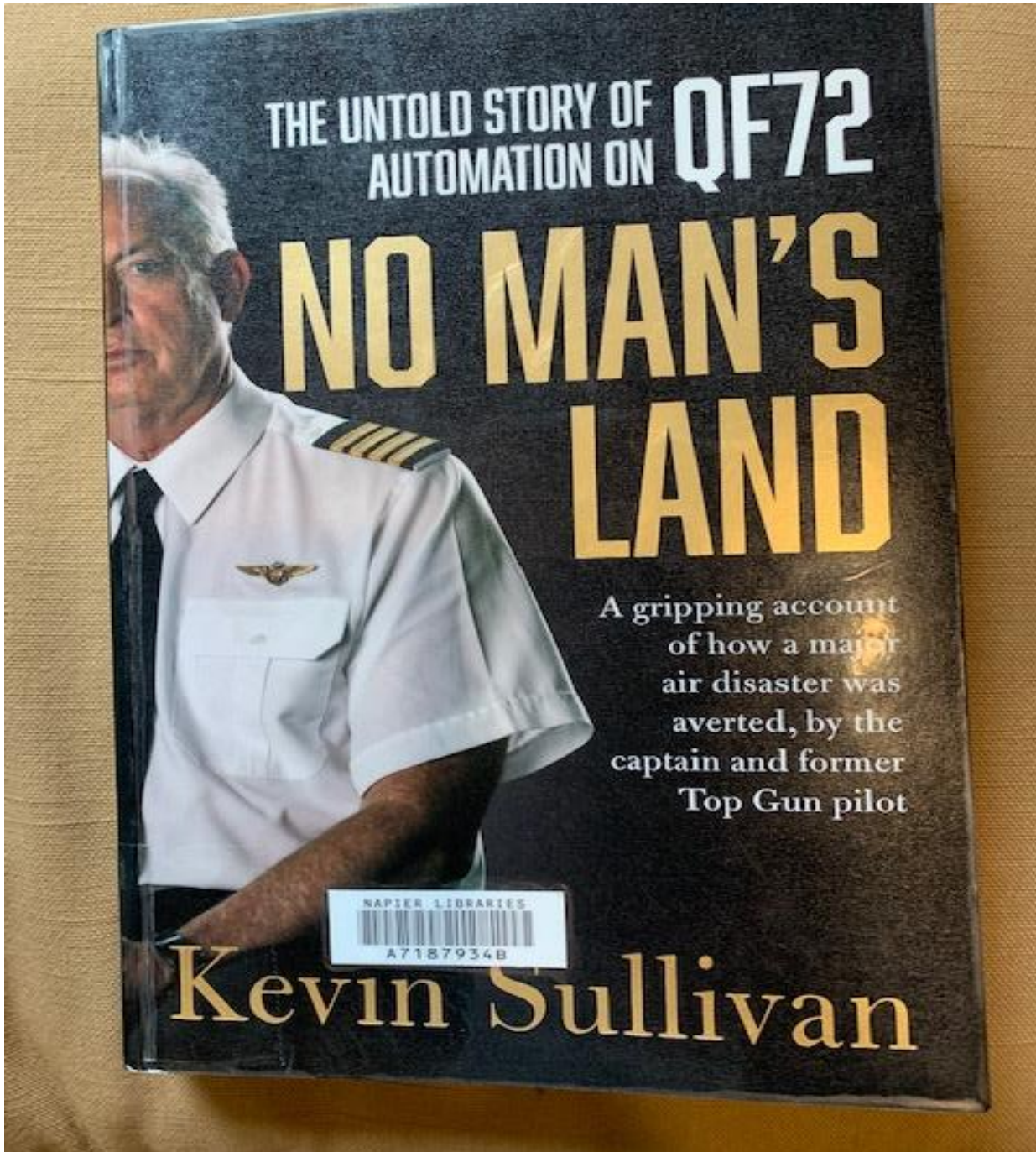
And now in her 80's - a funeral director.



The interviewer looked at her quite astonished, and asked why she had married four men with such diverse careers.

She smiled and explained. "I married one for the money, two for the show, three to get ready, and four to go."

And now it's time for me to go, I hope you enjoyed the read. Before closing I'd like to share my latest book read with you with a recommendation that you put it on your library card of reserves. I'm returning it this week so it should be available ! "Squaddie" John Aitken recommended I read it, he was gripped by it !



QF72 flight from Singapore to Perth, Airbus A330 suffered a catastrophic failure of it's computer controlled fly by wire system. A compelling true story of Ken (Sully) Sullivan's and his crew's fight for survival, and an insight into some of the complexities of the aviation world right up to this present day, I couldn't put it down.

Barrie the editor. M.F.H.B. November 2020.