

Model Flying Hawkes Bay



***** The 2021 AGM, Wednesday 19th 7.00pm National Services Club. HASTINGS.*****

Club Newsletter # 125 April 2021

In this issue.....

pages

MAY	MFHB Activity Calendar May 2021	Opening / Calendar / Contents etc	1.
Sat 1st	AWATOTO FIELD CLOSED FOR DUCK SHOOTING	Editorials ... Notices Comment.	2 - 3
	April 27 th through May 16 incl...	Club Activity	4 - 11
Sat 1	Norsewood Aerobatics IMAC & Pattern	Member Profile "Dave Cantell"	12-13
Sun 2	Norsewood Aerobatics	Around the Building Boards	14-18
Tues 4	"Shed Morning"	Classic Pattern	18-23
8 & 9th	F3B Nth Is. Series. Black Bridge, Haumoana	Frazer's Misadventure !!!!	24-25
Tues 11	"Shed Morning"	Snow Flakes & Dinosaurs	26-28
Sun 16	Norsewood Regional Aerobatics	Vintage report	29-33
Mon 17	Awatoto Field re-opened Monday 17th May	Radians April	34-35
Tues 18	"Shed Morning"	Give away / Sale Pages	36-37
WED19	MFHB AGM 7.00pm National Services club. Hast	Nostalgia Files	38-39
Thur 20	Vintage Awatoto	A Closing Smile	40-41
Sat 22			
Sun 23	Club Sunday		
Tues 25	Shed Morning		
Thur 27	Vintage Awatoto		
Sat 29	Classic Pattern Day @ Waharoa.(Matamata)		
Sun 30	Club Sunday		
JUNE			
Tues	"Shed Morning"		

Contributors to this issue; Barry Kerr / Brett Robinson / Barrie Russell / Dave Cantell / Clive Baker / Mike Shears / Bernard Scott / John Williams / Joe Connolly / Ash F / Gus & James Black / Harvey Stiver / Stu Sturge / John Williams / Ross Gray / Frazer Briggs / Chris Tutton and others.

May NDC Events

May/21	128	VINT	RC V/ C Scale Tex
May/21	129	VINT	RC Vint Open Tex
May/21	413	SAR	Thermal D (F500)
May/21	414	SOAR	Thermal B (10 min)
May/21	415	SOAR	ALES 123 Class N

From the Vintage Champs. Captions invited !

INCOMING !!!" / "The DODGY DANCE"





Greetings All,

A bit quieter this month and now we're into the Duck Shooting closure so we'll see how we're going over the next few weeks. Unless there is something exceptional to report we might delay the next issue a little. I'm planning to send a questionnaire out to members in the near future to try and gauge interest in the newsletter and elicit your thoughts and ideas of what we should be doing and where we're going. I'm surprised at times by the blank looks I get when asking about published articles and content, obviously some read it, some don't and some just look at the pictures! It is the "Club's" Newsletter after all, it is our main information tool, so has to be about what we all want. Also on the communication theme, our website is about to undergo a major facelift and upgrade. Hayden Purdy, who now lives and works back in Auckland has been continuing to work on the project on our behalf and is nearing the launch date. The website will include an updated photo gallery and an easier information upload that "we" can do so the site will always be up to date. If you have any special thoughts about the website, its content and use, please advise the committee of them.

On that note, with positive thoughts ahead and looking forward to your contributions, I hope you enjoy the read.

Barrie the editor, mfhb May 2021.

Mr Secretary Says;



210413

Meeting Notes.

The April meeting was probably the last but one, prior to the AGM, and some forward thinking went into preparation for the AGM. Members will note that attendance at Committee meetings has been high, with only one apology for this meeting.

Secretarial duties have been mainly light of late, with most time going on letters of thanks for donations of both time and materiel to the Club. Spare a thought for our Treasurer, Robert Lockyer who has prepared and mailed out subscription invoices, only to have many of them ignored! Please check your spam box in case it is hiding there, or even your inbox, where you might have wishfully ignored it!

The Committee approved a number of member applications, both new and returning. It is pleasing to note the Clark family is enticing a number of fellow "droneators" to the seaward end of Awatoto! The Vintage SIG had a mixed bag a couple of weekends ago with a windy Saturday and a flyable Sunday, made all the more palatable by Dave's superb hamburgers, which left the out of towners swearing to return again!

It appears a movement (or a rustle) of cynicism may have started somewhere out there! Known on the Dark Web as "Deep Cut" this grass roots rustling appears to give credence to a misnomer that suggests the Committee only "cuts the grass" and does so with a scythe-like anti-vaccer passion! But, no! Members would have noticed the gate to the flying field has been re-hung, the weeds where members park their cars and around the field where aircraft are retrieved have disappeared, tractor repairs have been accomplished, work will soon be undertaken on building maintenance and the BBQ trailer will have huffy-puffy things fitted to the tyres so you don't get flat hamburgers!

It seems that at recent Committee Meetings, the Club Captain and others have spoken of members "breaking the rules" and this trend has continued. Most rule breaches appear to be minor and often of little consequence, but have the potential to have a further reaching impact. The Committee has tussled with how alleged breaches can be dealt with (by any club member) in a manner that is objective, neutral, fair to all involved and is above all, transparent.

To this end, we have adopted a procedure to guide the Committee, and a letter notifying a member of a reported alleged breach, which we believe can be applied fairly, bearing in mind our rules are there as a Health and Safety measure in the main. However, the Rules are the vehicle through which we meet our obligations to CAA and Airways. Some thought is being given to how the Rules work in practice and are consistent with the Procedure.

Members will be aware the Annual Closure for duck shooting is nearly upon us and flying will be limited. Enjoy the time in your special place building your next marvel!

Barry Kerr, Secretary MFHB

Club Captain reports. Apr 2021



BLOODY RULES.....AHH.....I want to have fun!!!!

Why do we have rules? If we were an Indoor Bowls club we would only need competition rules and Jacinta's rules about being nice to each other!

HOWEVER, Like it or not we operate in what can be a dangerous environment and need rules to protect us from ourselves and others. Also a requirement of Model Flying New Zealand and CAA.

On club days (Sundays) WE MUST operate to them.

WHAT CAN'T/CAN WE DO AT AWATOTO?

1. Fly over 400 feet without airways approval.
2. Fly FPV without a spotter. Must be visual at all times.
3. If you fly from the main flightline you MUST NOT fly behind yourself.
4. If you fly electric DO NOT ARM THE MODEL IN THE PITS OR DEANS SHELTER WITHOUT REMOVING THE PROP. If you wish to check control throws etc do not rely on the motor cut facility on your transmitter.
5. If you don't have a Wings Badge you must be supervised.
6. If you fly behind the main flightline with Radians, Vintage, HLG or slowly foamies you must go to the southwest end of the field, on or beyond the Radian circle.

DO NOT FLY FROM THE END OF THE DEANS SHELTER, OVER THE PITS, ACROSS THE MAIN FLIGHT LINE OR LOW OVER THE PUBLIC WALK WAY!

That's not hard now is it? If you think it is maybe you need to fly elsewhere and save the club a problem.

Rant over and out.

Mike Shears, Club Captain. mfhb.

STOP PRESS Just announced,
MFHB AGM.

Wednesday 19th May

7.00pm at the National Services Club, HASTINGS.

This is an important occasion in the running of our club, please make the effort to attend, give your support and cast your vote and have your say about the year ahead.



"A touch less rigour on the feedback next time, Barrie

CLUB ACTIVITY

April 2021



Easter weekend had activity off and on, not so busy on Sunday with members away and otherwise involved. Jay and Mike were busy with last minute setting up of their aerobatic aircraft. Jayden is about to depart for Auckland to start employment with an aircraft firm out Ardmore way who restore P-40 aircraft. He might come and beat up the strip one day. We wish you well in your new venture Jay and happy flying up North and hopefully back down here still.



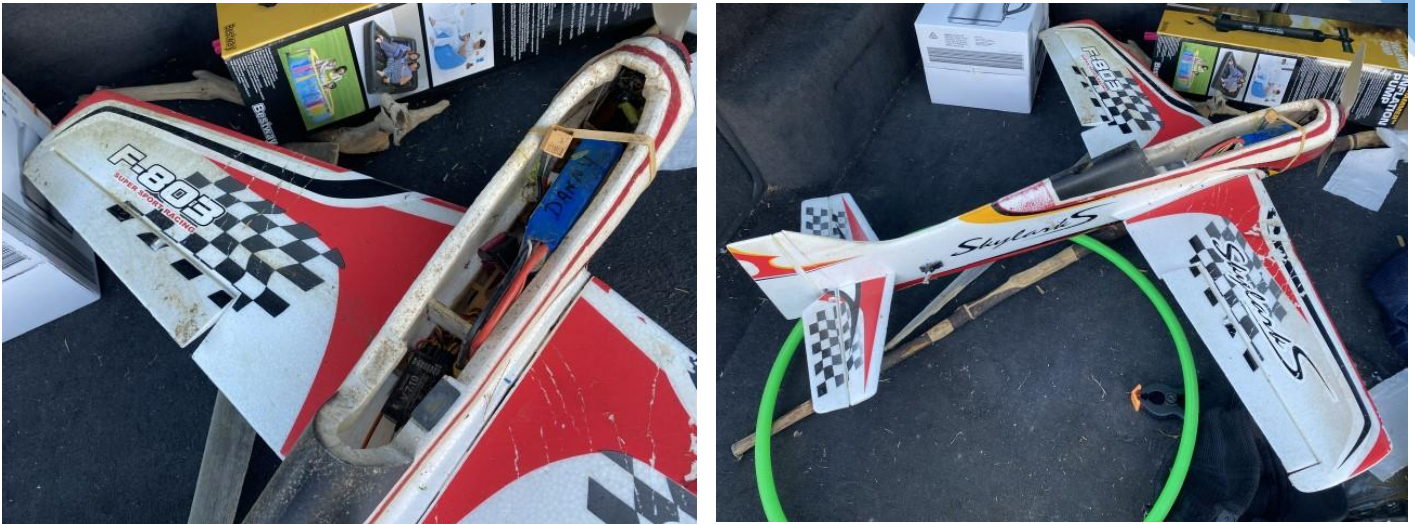
Mark has acquired this little Fokker from **Gavin Shute**. Nicely finished model but weighs a ton. **Stan** tried it on three cells and it staggered around the circuit. Seemed to fly well on four cells, but is quick and could be quite a handful. Good luck Mark !



The flight of the day was **Stan's** testing of his latest vintage, a Gollywock for the Vintage E Rubber class. **Tony Ives** built this model for him, and it is an exquisite piece of workmanship and so light it almost defies gravity ! I think you should offer your services as a full time builder **Tony**. AuW is a 12 oz giving it a wing loading of 3.4 oz/sq/ft. amazing, and as a result it flies like a feather. I'm really looking forward to see what sort of times Stan can post with it, should be something special.



Now, methinks there might be a story here somewhere ?? Our erstwhile Treasure had an email from a Clive school



teacher who was walking through the wetlands over the fence and came across this model languishing submerged in the lake . Turns out, our hobby farmer Danny after an earlier indiscretion involving distance and disorientation got something not quite right in the restoration and said model took off with a mind of it's own and was lost forever over there ! It was found under water and re-united with it's over-joyed but somewhat tearful owner....., **What a lovely, heart rendering story. It lives to flight another day !**

Tuesday 6th. Shed morning, fabulous weather so we all retired to the field and out came all the E Rubber models in great flying conditions. **Stan's** GollyWock, built by **Tony Ives** is proving to be an amazing performer. On it's first flight with a fully charged 2S 460 mah battery it managed 43 seconds in pretty flat conditions ! With a wing loading under 3.5 oz/sq/ft what do you expect ?!



Gavin S / Lanzo Cabin, **Stan N** / Gollywock, **Barry P** / Gollywock, **Mark L** / Gollywock, **Barrie R** / Flying minutes.

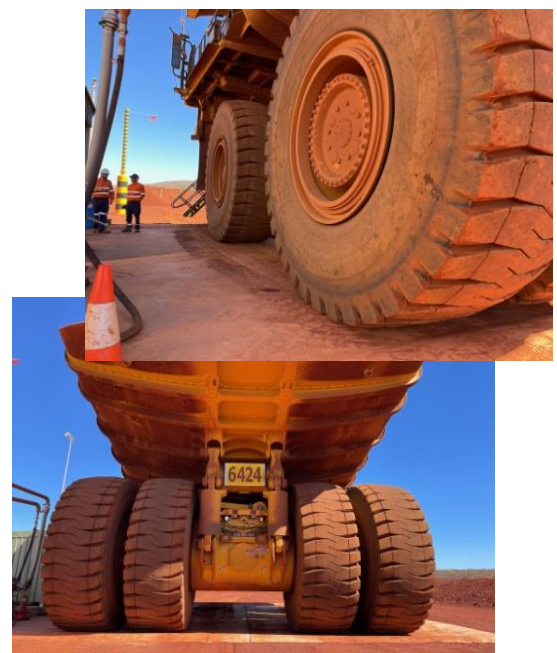
Wow, here's some great news for our aging membership, a range of All Terrain Bath Chairs. Below left is the advanced ATV for the more adventurous modeller.



And then above right...we have the smaller on-field model for the older more sedate modeller,

And then there is the Power Chair, right, possibly more suited to excursions over the beach and across the river, the occupant comes as an optional extra.

Maybe the committee might consider acquiring one of these "Big Trucks" just the sort of rescue vehicle "Crash & Splash" could make use of during one of their forays across the ditch. My son Rob is a Commissioning engineer at a BHP Mining iron ore facility in North Western Aus. Imagine your vehicle with twelve foot diameter tyres and a 130 tonne load capacity !



Question;

What happens when you're sitting in the pits, fiddling with your transmitter, and you inadvertently open the throttle and your model departs towards and through the starting poles? Well, the fuselage fits through ok but the wings sure don't! ... I knew that! Would you call that a "Dumb Thumb"? (Frankly, I think it's called **Mode 2** ?)

Maybe this could be called "The Walk of Shame Shuffle" What a shame, but I'm sure it will be all healed up again soon, don't know about his pride though, that may take a bit longer!

Sunday 18th, another good club day. I arrived out late but **Brett and Clive** recorded some of the action.



Pits scenes, plenty of activity over all disciplines, Helis, aircraft, vintage and Radians.



Pete Brown visited and he showed off his latest acquisition this lovely GB powered by a Saito radial. **Phil Sharpe** was doing some more flight testing with his Storch, setting up flap controls etc.

Tuesday 20th. Supposed to be a shed morning, but most took advantage of a calm morning and headed out to the field. By coincidence, look who turned up... and NO I didn't pre-empt this, **Joe** has invested in his own ATV. We questioned the range of his new electric steed as he set off home confidently only to run out of electricity part way there ! His cell phone summoned rescue and a new battery, so he'll be back relishing in his new found independence. **Nice one Joe.**



John Williams was enjoying a morning flying with his two Grandchildren. He had this interesting aircraft, called a Basic Bipe. More on this model in the Building Board.

It's so nice to see these two more recent immigrants from the UK getting on so well together. An Englishman and an Irishman passing pleasantries under the midday sun. **Danny** soaking up knowledge and **Stanley** assembling his Buzzard Bombshell. Oi don't like the sound of that Moite, hope the IRA don't get to hear.



And **Danny's** mini pattern ship, rejuvenated after it's recent swim in the lake across the ditch successfully re-test flown by **Mike and Stanley** and cleared for action. Floats **Danny** ?

Sunday 25th Anzac Day.

Every now and then, something special happens, and today after flying I received this email from young “JB” James Black one of our newer Junior members. He wrote;

*Hi Barrie, thanks for the Trash and Treasure day!
I managed to make three broken aircraft into two that fly. I now have a backyard flyer which I always wanted, and a balsa racer I call Frankenstein because of its mis-matched colours.
Unfortunately Frankenstein had a 'hard landing' on a roof but is repairable with lots of hot glue.
A few days ago I created a bomb drop mechanism for my back yard flyer (which I call the Baron) and tested it at the club today and it worked great.
Thanks again to the people that donated their trash which I have been able to reuse and get flying again. Thanks, see you at the club.
JB.*



Thanks for the heads up **James**, stories like that make all the effort we put into club affairs and functions make the hard work worthwhile. Congratulations on your cobbling and rebuilding efforts, that's a real credit to you. And of course, now that you've seen the light and converted to being a MODE 1 pilot, the world is your oyster !! Keep up the good work and we'll see you at Awatoto.

Second to last flying day before the duck shooting closure, we've had a one day reprieve as tomorrow Monday is a public holiday in lieu of Anzac. Good turnout with the drone racers operating at the seaward end of the pits.



Peace time buddies, Phil's Storch and Marty's Lysander



Pits scene above & right Joe's vintage on fly past.



Left, Marty about to do a spot of fencing with Daddy Rod's Cub. (Not toooo serious !). Above, the Drone people in residence, Jack and Esther and Esther and Issac, I think that's right !? Great watching them fly FPV so skilfully. Is that today or Estherday ??

Graeme Rose brought out this very nice Ercoupe, a Seagull ARF powered by a DLE 55. Did a nice fast taxi run, but needing a few minor changes to the setup before taking to the air.

And, look who turned up at Awatoto Field and had several good flights with his Trojan, Welcome back **Ken Duffie**, I hope we see lot's more of you and I'll bet the soaring boys look forward to having you back in their happy band.



(Oldies Day !!) My 30+yearold pattern-ship and John Clarke's re-electrified fun-ship. Old planes / Old pilots !!

MEMBER PROFILE

March 2021



David Frederic Cantell



Dave was born in Ohakune in the vintage year of 1946, and brought up in Taranaki finishing his education at Wanganui High School. As a teenager joined the NZ Army as an apprentice chef and stayed in the army for most of the remainder of his working life. Apart from cheffing most of his time, Dave spent two years in Viet Nam on active service, and another stint in the Middle East on UN Peace keeping duties.

Dave married **Belle** in 1967 and they have two daughters, one living in Port Headland WA and the other in Palmerston North.

Although he has always had an interest in aircraft, he didn't build his first model until 1976 when he joined the Palmerston North Aironeers MAC, where he was a builder rather than a flyer. He joined MFHB in 2012, and as we all know has been a strong contributing member since. He has had a spell of health problems over the last couple of years, but that is now all behind him and he is looking forward to building his newly acquired Cessna 140 kit in his workshop and getting flying with his trainer under Mike's guidance.

He has a great working mate named **"Buddy"**, a magnificent and very large Main Coon (only fourteen months old would you believe and still growing !



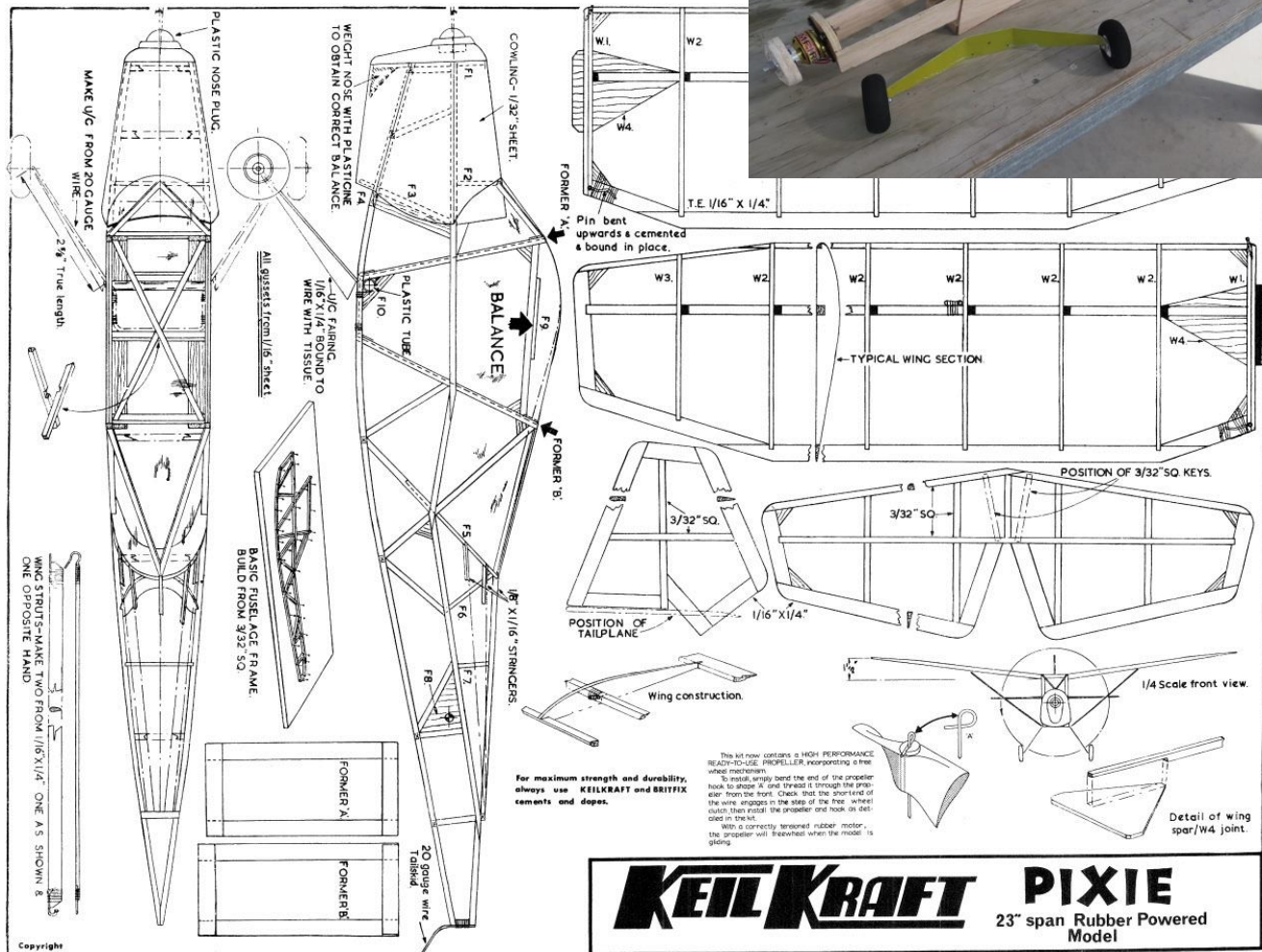
At his home in Taradale, **Dave** has a great workshop set up in his garage, (car lives outside as it should) where he stores his present models and is working on his Cessna build, under the watchful eye of Buddy.

Great to have you on board **Dave** and looking so chipper. We do appreciate your company and all your input into the Shed and the club barbecues.

Ed. March 2021.

Joe Connolly is at it again, amazing what he produces from his mini building board! Now he is building a "Pixie" at 46 inch span enlarged from the original 23inch rubber model. Built very light and will have rudder and elevator control. The full sized plan is down loadable from Outerzone here;

https://outerzone.co.uk/plan_details.asp?ID=1375



Stu Sturge is making good progress on his Mentor, getting towards the finishing stages. Now on hold again as he heads off North for another 6 week sabbatical . When he returns home all holidayed out and full of fish, we might see it in the air soon. Looking very smart in it's fresh livery.

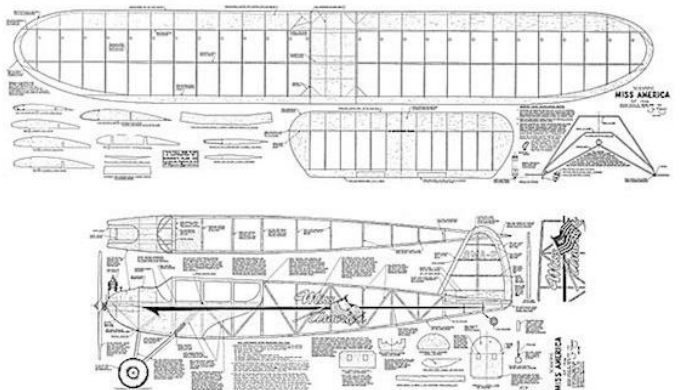


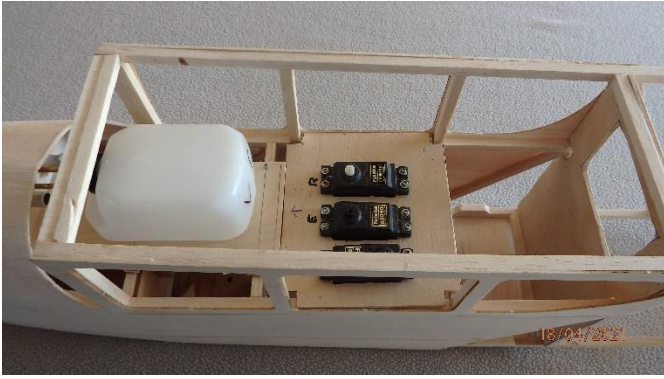
Dave Cantell continues work on his Cessna 140 build, and reports... Hi Barrie, making good progress now with building the top fuselage also have made up fin and rudder. With reference to the carbon tubing for the wing joining the length required is 400mm for each wing this to the 5th rib and allows for 250mm for the fuselage. The diameter required for the sleeve tube is 22mm based on the laser cut holes in the ribs. I have attached some photos of the fuselage progress for your reference. Cheers Dave.



Harvey S. is back at his building board building another Hangar One laser cut kit, **Miss America**.

<https://www.hangarone.co.nz/shop/laser-cut-aircraft-kits/vintage-aircraft-kits/miss-america-84-35-45-size-vintage-laser-cut-short?gn=Vintage%20Aircraft&gp=5>





Harvey writes; Miss America.

Feeling a bit better now I decided to get back out into the garage and look for another project. **Terry Beaumont** on a recent visit showed me photos of a Miss America flown at an event at the Levin club site. Terry said it flew well with an electric motor and soared well with power off. I saw the same model to 88 inches on the Hangar One website as a partial kitset and strip wood to match. The Miss America design is by Frank Zaic back in 1935. It was kitted by The Scientific Aircraft Plan Company in 1936 and redrawn 1964 by The SAP Co.

Hangar One have a great array of models on their website, congratulations to **Peter Leaver & Gwyn Avenall** for producing great kitsets, with laser cut formers, wing ribs and all necessary parts to complete, This build has been slow by my standards as many visits to health providers are holding up progress, I plan to power the Miss America with an OS 49 Four stroke motor, covering will be red and white film from Ali Express/HK. Have made good progress in the last few days, strengthened fuselage with cross bracing and added undercarriage, started to cover some surfaces and will have ready to fly by end of duck shooting. Have added three more photos after wing bolts attached and setting up incidence. Will post final assembly and test flight data when finished.

Regards, **Harvey Stiver** Patron. MFHB. April 2021.



Chris Tutton reports on the finishing of his Spitfire Rebuild/Refurbishment.

Hi Barrie, Here are some pictures of my finished 35cc Spitfire. Hopefully it will be re-maiden after duck shooting. Thank you to **Napier Signs** for the great job of supplying the decals.

Cheers, **Chris Tutton**



Classic Pattern April 21



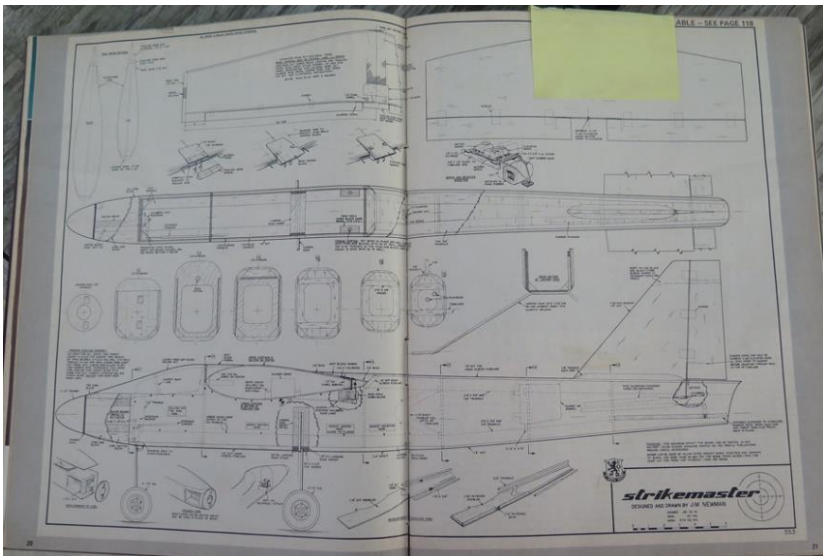
Interest is growing and Mike has been bleeding pilots on his (& Robert's) UFO. To date it has been flown by Mike, Jayden, Derek Whelan, Barrie the editor and Rob the Treasure, and waiting in the wings is that man Stanley. Who else can we infect with this nostalgic classic pattern aerobatics scene? We know "Stinky" is in and the Galloways

from down on the farm are three more contenders leading the way, who else are likely victims ? Just wandering through the membership list, here are some names that spring to mind; Myles Moloney, Phil Sharpe, Brent Stiver, Stuart Sturge, John Sutherland, Jacob & Alex Wardley, Chris Wong, Ian Grant, Brian Hitchcock, Marty Hughes, Hernan Lopez, Graeme Rose and Ross Brinsley.

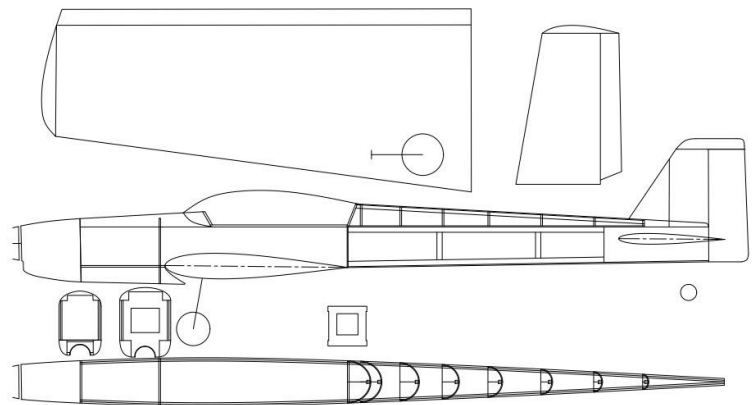
If you're interested Guys, give Mike a call on 06 843 4675 / 027 420 5480 and register your interest. He is planning to hold a Classic Pattern Day in the near future where interested members can come and have a fly, either here at Awatoto or maybe at Galloways down on the farm. We will have a few aircraft you can come and have a fly of to gauge your interest, and maybe a building project could eventuate, who knows where this might take us.

So, what activity has there been to date.

1. **Mike has the UFO** pictured above, and the **Strikemaster** on the right here which is a smaller 46 powered model, an interesting and easy model to fly, even I could make it go where I wanted it to !



2. Look what I found, my old Calypso, built some 30+ years ago from a plan I stole off John Clarke in Highway 50 days. I sold it some years ago, it's been through a couple of hands and I don't think flown since, and I found and bought it back a couple of weeks ago ! Above left taken all those years ago at Highway 50, and above right at Awatoto this week. I had some tidy up work to do and fitted new rudder and elevator servos. It's a bit heavy at 9 lbs but the OS 61 on my home made pipe turns an APC 11x7 prop at 14,500 RPM and hauls it around the sky no trouble. I've had three trimming flights to date and Mike



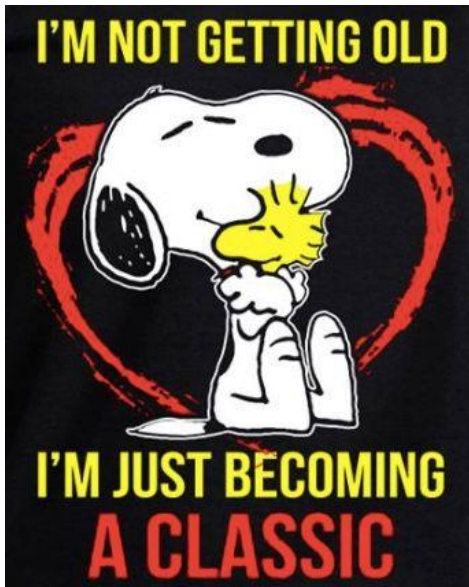
one, it's only fault with the extra weight and being so slippery it doesn't want to slow down coming in to land. I fitted inboard flaps to this newer wing I built all those years ago but it still seems to finish up at the far end of the field, practise needed !! Only problem is the 61's bearings are shot from years of sitting around and rusting so I'm pulling it down and sourcing new ones and it will be brand new again. At the same time I'll tidy up the model properly and then we'll go fly again, watch this space. I thought, noisy, oily and smelly glow engines were a thing of the past ... Bugger !!

Update; I got the bearings out by using mother's oven trick and they popped out quite easily. Needless to say they were rusty and rough ! Getting the prop driver off was a bit of a job but managed with a small puller. I'm also replacing the bearings on an OS 46, tried Saeco locally but they hadn't one size and offered nothing, so went over to Applied in Omahu Road, Hastings and they were most helpful. They had three and are sourcing the fourth from overseas. The two bearings for the OS 61 were in stock at a cost of only \$4.77 & \$26.68.

<https://yellow.co.nz/y/applied-industrial-technologies-hastings>

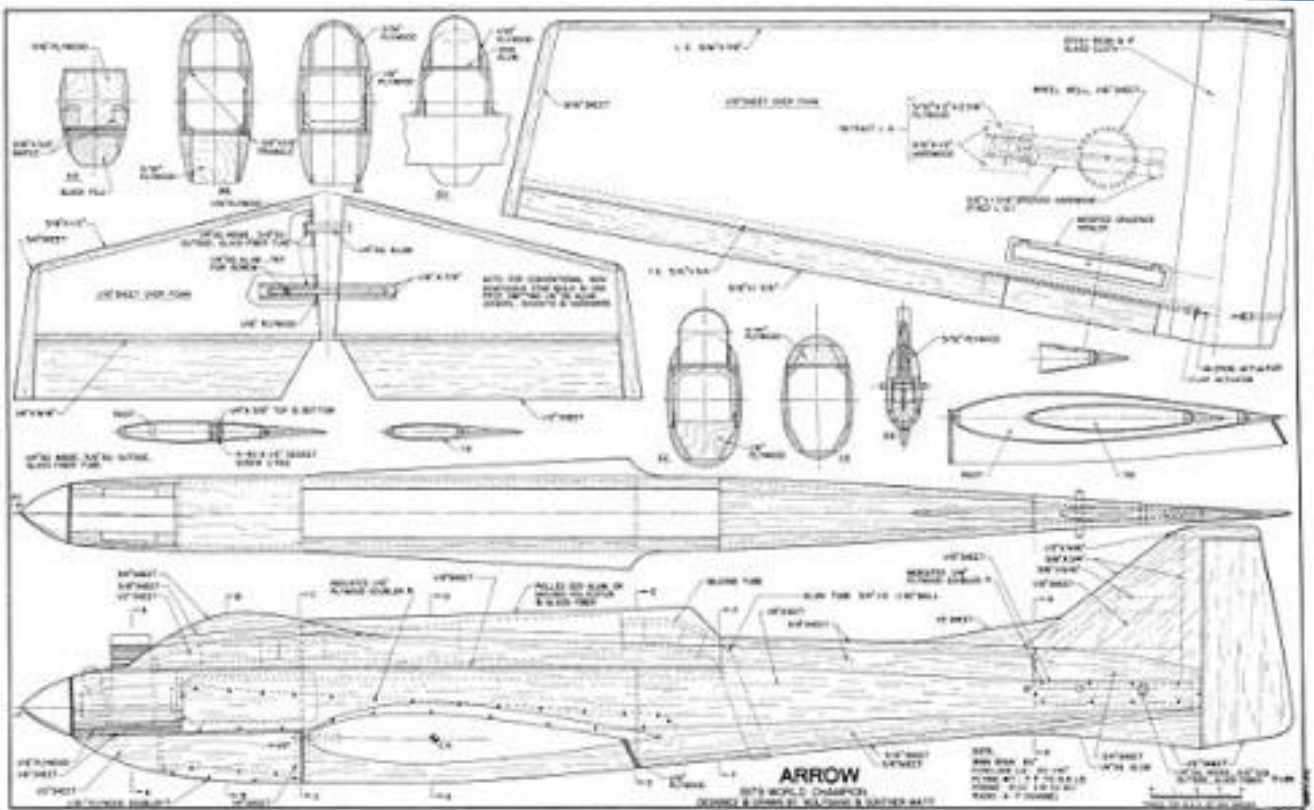


3. **Derek Whelan** has been real busy, bought two (new unflown) models and is planning a third., and he says they'll be available for you to fly ! First up, an Illusion powered by an OS 61, beautiful model though like my Calypso a little on the heavy side 9.5 lbs, still to be test flown. The second model is a Calypso with an ASP 61 on Pipe which weighs in at 7.5 lbs, this should have a sparkling performance. Mike and Derek were running the motor in last weekend (ABS model) and it was turning 14,500 no trouble. *Illusion / OS 61 n Pipe.....*



Calypso ASP 61 on Pipe.....

Derek is also looking at building an Arrow, designed by Wolfgang Matt in 1979 and has World Championship heritage



With the increase in interest both here and around the country, **Grant** from **Hangar One** is offering a promotional discount on all his classic Pattern Laser Cut kits to help foster the movement and encourage builders. You need to visit his website for details, <https://www.hangarone.co.nz/shop/laser-cut-aircraft-kits/classic-pattern> or better still, give him a call on **027 294 6918** or **09 434 7401**. Here is a sample of their offerings;



Dirty Birdy 64' 60 Size Laser Cut Short Kit



Curare 64' 60 Size Laser Cut Short Kit



Blue Angel 64' 60 Size Laser



Taurus 70" 45-60 Size Laser cut short kit



Calypso (Retro)64' 60 size Laser Cut Short Kit



Titan 62' 60 Size Laser Cut Short Kit



Tiger Tail 64' 60 Size Laser Cut



Kwik Fli III 59' 60 Size Laser Cut Short Kit



Taurus 70" 45-60 Size Laser cut short kit



UFO 65' 60 Size Laser Cut Short Kit

And from the No1. Classic Pattern Motivator, Mike who writes.....

Well the momentum is growing and we are having FUN flying the UFO, Strikemaster and **Barrie's** heavily modified Calypso. (*Awe Gee, you're right about the heavy !! Ed*)

These models fly so well and certainly bring back the fun and memories of the past. Smoke, noise, smell and oily models, who could wish for more! What about digging out your antique fuel / model box..... memories ?

STOP PRESS STOP PRESS.....

Master builder and my good friend **John Clarke** has caught the bug!!!!!! He is formerly finishing off a project started in the mid 60's! What is it you are asking? Well it's the godfather of all classic pattern planes (if your our age) the Ed Kazmirski Taurus!! **John** built the body mid 60's and is mating it to a pair of wing panels built by my **dad** at the same time and stored in **John's** roof until a clean out a few weeks ago! We won't talk about the other set of wings will we John! (*GO on with you, admit you put them in the skip only a couple of weeks back after lovingly looking at the for the past 60 years !! Bad, bad timing !! Ed*)

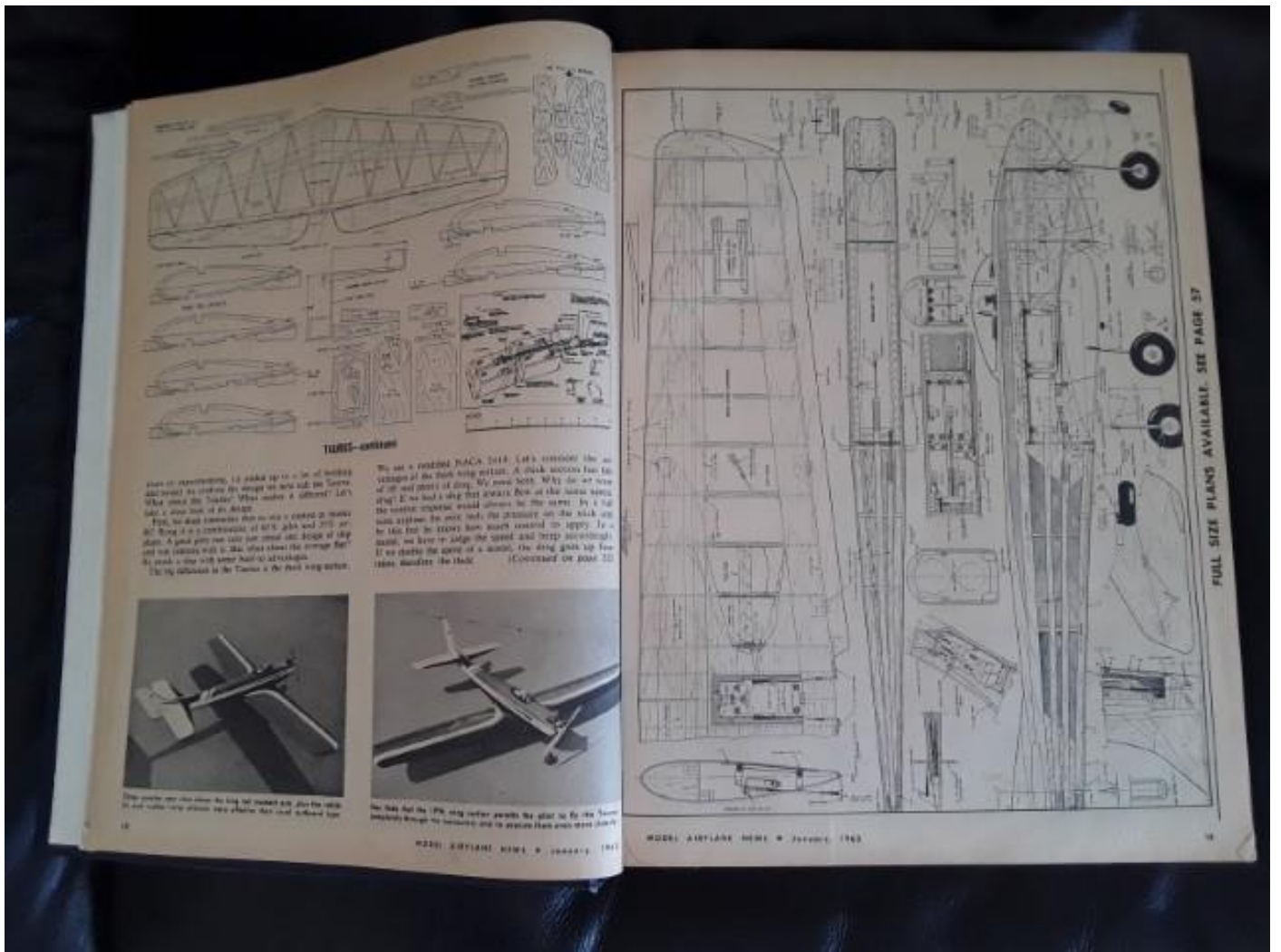


I will be gauging interest from the members Barrie has mentioned above (and others) and intend to have a meeting on a Saturday afternoon at the field to discuss suitable models, shed build (maybe) and let interested members have a fly and get motivated.

We will be having flying sessions/fun/practice once a month on Saturday afternoons at

Awatoto or at Ewan and Hamish's farm at Norsewood if it fits in with their program. I look forward to your feedback.

Cheers. **Mike Shears.** (A Classic).



Frazer's Misadventure. or Aeroplane, Speak to me ! Now !!



A few days ago I received a warranty claim from this fellow who goes by various aliases (aliasii ?), one being “**Bogan -Son of Baldrick**”, for a specially designed wooden propeller I made him some years back. Claimed it suffered an in-flight failure..... **Yeah Right !**



Now the full story emerges and makes for interesting and valuable reading. **Frazer** writes....

Hi all,

Some of you might be aware I crashed a pattern model last Sunday week ago, at Airsail. An old model I got a few years back, off Paul Stairmand. I was doing some DA-35 testing in it, and it was going bloody great on this setup. John Danks put the kiss of death on it as I was flying ... that DA35 goes great gee that thing has been around a while, he said 30 seconds later it was spiralling out of control into “death valley”.

The model shut down during a snap roll It just went into a big barrel roll on idle and eventually gravity prevailed. My FS settings are hold on all channels, and the motor goes to idle. At the crash site, I was expecting to see RX batteries had broken out, and unplugged during the snap roll. But at the crash scene everything is turned on. Lights on RX blinking. Hmmm

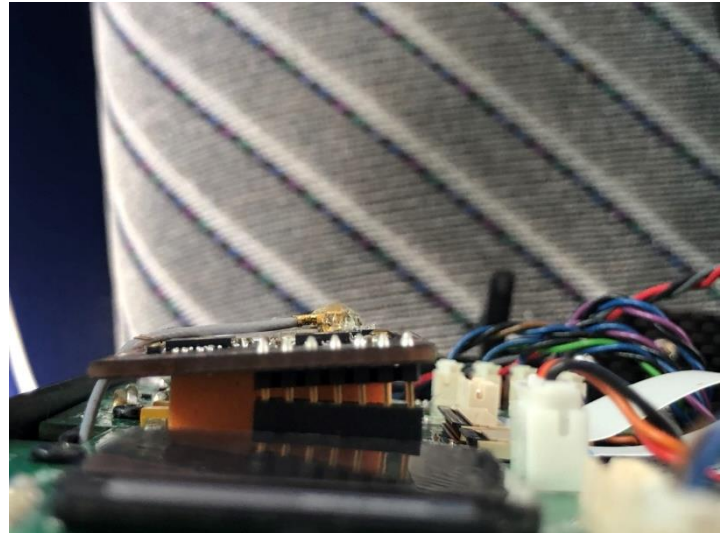
A bit of trial and error at the field to figure out what went wrong. First thoughts are it's the TX that caused the problem. Test it on a foamy !! A few more theories, followed by a week of Red Herring's !!! And even a bet between me and JD over a bottle of wine as to the cause. JD reckons the ignition spiked, and caused the problem. I'm running a Tech-Aero IBEC. There is no ignition battery, the tech aero plugs into the RX and supplies the ignition, and kill. Been using those for a long time now, as have lots of people around the world. If they were dodgy it would be known all over the internet, and there are no bad comments online about them. However it was not ruled out as a potential cause.

I suspected that rx batteries might have been the problem. Due to the higher load the servos put on during the snap roll ... a dip in voltage, rx goes below 3v, etc. I've got a PowerBox "Sensor" switch, running a pair of Lipo's. Got these in other models too. 2 x 1000 mah packs. But one pack would only cycle 300 mah in and out ... sounded like a possible cause, that switch has 2 small regs in it. 4amp each. The next mission was to do some real life testing on just how many amps we are drawing at times in flight.

Then this weekend at Galatea, I roll my big DA200 powered Extra out of the gates for its first flight. Pull full up to taxi, model goes into failsafe right in front of us (same Transmitter) and starts rolling away from us, with no control, and at a fast idle. I grab the model quick !!! Turning the TX on / off, still no control. Turn model off, engine dies. Phew !!!! Rang the Mrs ... buy us a lotto ticket, I just had a very lucky escape !!!! The best model in my stable was a moment away from certain death. Who knows what would have happened. It would have been a write off for sure.

Next day ... open the back of my TX up, cause I'm going to transfer the model memory to another TX using an SD card. Straight away I notice the RF module in the back of the tranny is coming out. Its small circuit board, with a row of pins. It pushes into the main board, and it's held in place with some double sided foam looking stuff. But gravity is working against it. So every time you put the TX down, its possible that the RF module is slowly working its way out.

Pulling a snap roll was enough movement on the TX, for those pins to jiggle loose enough to shut off the RF signal. Testing the TX on a foamy might not have revealed the problem, depending on how rough I was being with the TX.



This is on the JR 14XGE ... the tray radio. Jayden and I did a bit of testing with my Radian on the ground. With the module sitting roughly where it was, a small wiggle was enough the shut of the RF link, and then it would only come back on by resetting the TX. Exactly what we found after the initial crash.

Pushed the RF module back in properly, rigged up some foam stick on padding so the rear shell/casing of the TX holds it in place when you snap it closed. Test fly the radian for 10 mins ... no problems. A very nervous test flight on my big Extra, and flew for the rest of the weekend with no problems either.

There are a few of these radios in NZ. Hence my email. Open your TX and have a look at what yours looks like. I rigged up some double sided foam mounting tape, and stuck it on the module behind the pins. When the rear case closes, it holds that RF module in place ... but you have to be careful, the rear case is angled, and with the wrong foam padding setup, closing the case can move the pins out, due the the angles going on. I messed about with it for a while till I got an on field workaround sorted. A screw on bracket is what we really need. Ideally I think we need a 3D printed plastic bracket that screws in, and holds it in place properly. Regards, **Frazer.**

MMmmm, still a bit suspicious about that DA 35 with that big swingy piece o' gas pipe hangin' out the side, we've had no problems with our DLE 35RA's. Maybe you should try one just to be on safe side? All joking aside, commiserations on losing the model but congrats on finding the cause and thanks for notifying all of the above. Ed. ps. (Warranty claim dismissed.)

The Snowflake & the Dinosaur April 21



What did you think of *Richard Bach's* short story in the last Newsletter? I did seek some feed back but naught emerged. So I can assume some of the following... you didn't read it? You didn't like it? You didn't read the newsletter at all? or maybe you couldn't care or be bothered making this poor editor's day by offering him comment. Such is the life of an editor having to decide what to publish and what to leave out. I guess if readers don't like it or are missing a topic or information, then they only have themselves to blame, so we'll push on for the time being. Here is another whimsical excerpt from *Richard Bach's "A Gift of Wings"*. I hope some of you take the time to read and enjoy, I know I did. **Ed.**

The snowflake and the dinosaur

Have you ever wondered how a dinosaur felt, trapped in a Mesozoic tarpit? I'll tell you how he felt. He felt exactly the way you would feel if you had force-landed in a winter hayfield in northern Kansas, fixed your engine, and tried to take off again through a carpet of wet snow. Helpless.

They must have tried and tried, those poor stegosaurus and brontosaurus, turning up full power, thrashing like crazy, sending tar flying all directions till sundown caught them in darkness and at last they got so tired it was a blessing to give up and die. It's the same way in snow, for an airplane—in a mere six inches of picturesque, level snow.

With sundown coming on and a long walk from nowhere, the pilot's alternative to dying is a cold night in a sleeping bag under shadow of new storms coming. Yet in spite of that, to me, the trap of snow wasn't fair. I didn't have time for it. Twenty tries at takeoff had won me only the understanding of the power of a snowflake, multiplied a thousand billion times. The heavy wet stuff turned to thick soup blurring underwheel, blasting violent hard fountains against the struts and wings of my borrowed Luscombe. Full power would drag us up to thirty-nine miles per hour at the fastest, and we needed forty-five minimum to take off. An atom-age dinosaur, we were caught in the wilderness.

Between tries, while the engine cooled, I walked the field, frowning at the injustice of it all, stamping down a narrow white runway, wondering if I'd be camping in the cockpit till spring.

Every new try at takeoff smashed the snow easily enough

under the wheels, but at the same time built walls alongside, in ruts a foot deep. Jerking in and out of those tracks was like trying to take off with a balky rocket engine bolted to the plane. In the rut, we accelerated like a shot, but swerve two inches and bam! the nose pitched down, I was thrown forward in the seat, and we lost ten miles per hour in a split second. It was a kind of fixation. Bit by bit, I thought, I've got to wear down a runway till we can finally take off; or else it's the rest of the winter here. But it was hopeless. If I had been a dinosaur, I would have laid me down to die.

When you fly old-time airplanes, you expect to have forced landings now and then. It's nothing special, it's part of the game, and no wise pilot flies an antique out of gliding distance of a place to land. In my few years flying, I'd had seventeen forced landings, not one of which I had even thought unfair, for all of which I was more or less prepared.

But this was different. The Luscombe I flew now was hardly an antique; it had higher performance than ultra-modern planes of greater horsepower, and had one of the world's most reliable engines. I flew this time not for fun or for learning, but for a business trip from Nebraska to Los Angeles and return, and I was almost finished with the flight and this was no time for a forced landing. It was more a bother because the engine had never quit. The problem had been a fifty-cent throttle-linkage connection, snapped in two. So when the engine power fell back to idle rpm on the last leg of my business trip—with an appointment waiting in Lincoln—it was the first unfair forced landing I had ever had.

Now, having repaired the linkage, I couldn't get off the ground again, and it was just an hour till sunset, when dinosaurs must die.

For the first time in my life, I understood the modern-airplane pilots who use airplanes as business tools and don't want to be bothered with such things as aerobatic training and forced-landing practice. Chances are rare that they'll ever stop or that a minor little linkage will break in half. It is fair for that sort of thing to happen to a sport pilot, who pays attention to such esoteric trivia and enjoys being ready for it, but not for me in my business plane when I have people waiting for me at the terminal and a dinner planned

for six p.m. sharp. Because a forced landing for a businessman is quite honestly unfair, I began to realize that he gets to thinking it can't possibly happen.

I planned to make one more try to get out of that little field in Kansas before dark. I was already late for my meeting, but the snow didn't care at all. Nor did the cold, or the field, or the sky. The tarpits hadn't cared about the dinosaurs, either. Tarpits are tarpits and snow is snow; it's the dinosaur's job to get himself free.

The twenty-first try at takeoff, then, the Luscombe, spraying snow, tracking down a rut just long enough, bounced to forty-five, shuddered, wallowed, staggered into the air, touched snow again, shook it off, and at last flew.

I thought about it all as we turned for Lincoln, scudding along over the shadows of dusk. I now had eighteen forced landings in my logbook, and only one of them was unfair.

Not a bad record.



Was it worth the effort? Just a nod or a wink or a raspberry will suffice. Ed.

VINTAGE REPORT April 2021



Thurs 8th, another glorious day in the Bay. Moderate activity in readiness of the weekend event. Barry Price brought out his Lanzo Bomber, repaired after its take off loopy thing a couple of weeks back and Brett test flew it. Went very well, Barry even landed it at his feet, and NO his feet aren't all that big ! Looks like new but has a slightly smaller Scorpion motor in it now, he's stolen the bigger motor for his up-coming DH2, watch this space !

I had a reasonable 24 minute flight with Voodoo but couldn't get near Stanley's 43 minutes with his new Gollwock on Tuesday. What a performer that model's going to be.



AWATOTO REGIONAL VINTAGE CHAMPIONSHIP. Sat 10 & Sun 11th April

The forecast was not encouraging after weeks of calm sunny conditions, enough to discourage a few contenders. Saturday 10th dawned windy, 20 to 25+ K Northerlies, but Sunday promised some improvement, 12 to 15 K nor' east, and the "Lads" came out to play. Saturday was a flying write-off with only Stan and myself braving the sky with our Stardusts in Vintage Precision. Stan prevailed, but my effort was far from precise in the conditions. However, all stayed at the field and enjoyed the camaraderie and food. I'm very grateful for the support we received with Dave, Wayne, Don, Bernard and Grant coming down from the North, and Bryan, Ross and Terry from the South and Locals, self, Stan, Brett, Mike and Harvey, all hanging in there and making for a great weekend. Challenging one must say, but we all prevailed and flew some good competition. A Saturday evening meal at the Napier RSA was in order for a few.

Awatoto field was it's usual picture and we were well supported by local members on Sunday with help and timing. "Dad and Dave" did a great job on the barbecue both days, their hamburgers were a real meal

in a bun ! The billeting worked well and we enjoyed the out of towners' company. I know Allison and I both thoroughly enjoyed Wayne and Don's company and have encouraged them both to come and stay again and talk Rugby and things and maybe even fly Vintage ! Regardless of the slightly trying conditions, I think everyone went home with smiles on their faces, and we certainly enjoyed hosting the meeting. Thank you for making the effort guys and justifying our field closure, and a big Thank You to MFHB for allowing us to host the meeting at Awatoto Field.

RESULTS;

VINTAGE PRECISION.

1 st Don Mossop....	600
2 nd Dave Crook	591
3 rd Stan Nicholas....	587
4. Brett Robinson ...	583
5. Harvey Stiver ...	565
6. Barrie Russell	520

VINTAGE ½ E TEXACO.

1 ST Barrie Russell ...	1378
2 nd Bernard Scott ...	1202

VINTAGE E DURATIONS.

1 st Stan Nicholas ...	869
2 nd Barrie Russell ...	863
3 rd Don Mossop	806

CLASSIC E TEXACO.

1. Don Mossop	697
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CLASSIC PRECISION.

1 ST Mike Shears	590
2 nd Barrie Russell ...	575
3 rd Brett Robinson ..	571
4 Grant Fulton	548
5 Stan Nicholas	538

CLASSIC DURATION.

1 st Barrie Russell	900 + 299
2 nd Brett Robinson ..	891
3 rd Wayne Cartwright	825
4. Mike Shears	741
5. Don Mossop ...	713
6. Dave Crook	694
7. Bernard Scott ...	590.

CLASSIC ½ E TEXACO

1. Bernard Scott ...	804.
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The shelters at Awatoto field were put to good use.



Don Mossop with his classic Ollie Above, and right Dave Crook with Miss FX. Below, Harvey Stiver's Southerner being launched by Terry Beaumont from Kapiti.



Bernard Scott about to launch his "Frisco Kid" And Barrie Russell's Night Train under way into the windy wind !



Left, Brett Robinson's Lanzo Bomber off on another mission, and above, Bernard Scott's 1/2 E Classic returning home.



Guess who are doing the “Dodgy Dance” Incoming !! the pilot is in control... is he ??



Left, Wayne Cartwright on a mission with “Nig Nog.”

Above, Brett Pilot and Stan Nicholas and Barry Kerr backups !

As you would expect, Monday dawned sunny and calm, ideal for Vintage E Rubber, but that’s just the luck of the draw. We’ve got the venue and the competitors, next time we’ll have the weather sorted too ! Word has it the Dave Crook stayed over Monday and had a fly of his 1/2 E Tex model, one flight over 25 minutes TOUGH !

Received some gratifying feedback from Bernard Scott who wrote;

Hello Barrie, Well done on the Vintage contest at Awatoto. We can never win every time with the weather, but despite the wind, it was a great meet. I enjoyed meeting members of MFHB that I had not seen since 2000. Once an older face was paired with a known name, a sort of time travel took place and memories of HBRF came back more easily.

Apart from the flying, a couple of incidents stood out for me. The first was finding that several of the models I sold before leaving Napier were remembered and positively commented on, especially a Paragon glider for Thermal A which now resides with Harvey (who refuses to sell it back to me!!). The other was talking to Kevin B and hearing his plans to hold a Nationals in HB in the future. I asked about FF and he was sure a field could be found, so that makes Napier even more appealing.

Thanks for all the effort on the meeting, Bernard Scott.

April Vintage NDC. We managed to get a number of NDC events flown this month between Brett and Stan and myself, some scores on the board for the movement and the club in; RC Vintage ½ E Texaco, RC Vintage A Texaco & RC Vintage E Texaco. It would be nice to see a few more of the club vintage fraternity having a go. You all have access to the vintage NDC calendar and the rules and flying is available any weekend or public holiday during the month. All you need is a timer and the incentive to have a go, forward the results to me and I will enter them.

NDC Results Nationally to date are always available on the MFW / NDC website. Have a look at the current status..

<https://www.modelflyingnz.org/NDC.html> Click on [Results to 13th April 2021 \(MS Excel file\)](#)

Coming up in May NDC Can be flown at Awatoto weekends of 22nd or 29th May or any May weekend at Black Bridge, Haumoana.

RC Vintage and **Classical Scale Texaco.** & **RC Vintage** Open Texaco

& Soaring ... ALES 123 Class N.



Search ID: bfm413

"I'M TELLIN' YA, JIMMY, WE'RE SITTING DUCKS OUT HERE!"

NDC RADIANT

April 21



Sunday 11th saw a small group fly NDC Radian Class P at Awatoto, taking advantage of the 1000ft NOTAM in place for the Vintage Championships. **Kevin Botherway** CD'd the event which was flown in slightly windy conditions with not much lift as is evidenced by the scores !

NDC Event Number 411 | Apr/21 | SOAR | ALES Radian Class P

Members MFNZ Number 7209

Members Name Myles Mollony

050 Thames Blackfeet M.A.C. 018 Model Flying Hawkes Bay Inc

Total Score 388 / 219 / 293 = Total 900

NDC Event Number 411 | Apr/21 | SOAR | ALES Radian Class P

Members MFNZ Number 10922

Members Name Stan Nicholas

050 Thames Blackfeet M.A.C. 018 Model Flying Hawkes Bay Inc

Total Score 335 / 344 / 360 - Total 1039

NDC Event Number 411 | Apr/21 | SOAR | ALES Radian Class P

Members MFNZ Number 7554

Members Name Kevin Botherway

050 Thames Blackfeet M.A.C. 018 Model Flying Hawkes Bay Inc

Total Score 380 / 276 / 294 = Total 950

NDC Event Number 411 | Apr/21 | SOAR | ALES Radian Class P

Members MFNZ Number 9725

Members Name Joe Wurts

050 Thames Blackfeet M.A.C. 018 Model Flying Hawkes Bay Inc

Total Score 259 / 339 / 412 = Total 1010

NDC Event Number 411 | Apr/21 | SOAR | ALES Radian Class P

Members MFNZ Number 9855

Members Name Derek Whelan

050 Thames Blackfeet M.A.C. 018 Model Flying Hawkes Bay Inc

Total Score 367 / 395 / 424 = Total 1186

Email Address of Submitter barrierussell@xtra.co.nz

I have to say, that considering there are 20 members who have expressed an interest in flying some Radian competition, and only two fronted up was disappointing. Especially in the light of having Champions **Rowdy and Joe** there to help and pass on their knowledge. I know flying and/or competing is totally member's own choice and I have obviously misread the situation as far as member's enthusiasm is concerned. Let's hope someone picks up and runs with it in the future.

Barrie the editor.

Col Bowden writes in *Model Aircraft* 1946

Some Observations on Thermals

Whilst on the subject of sailplanes, thermal soaring and risers crop up. As it is not only of such vital importance to the sailplane fan, but if you are a rubber-driven duration expert, you pray for a suitable thermal during a duration competition, and you set your model to circle in the hope that it will keep in this thermal should your model contact it.

If you are a sailplane man you should dream of thermals and up currents, knowing exactly where they are to be found and what causes them. You should visualise the country and the weather as a picture of up-risers and down-currents. It is not difficult to do if you think about it and know the reasons. The thermal therefore has a definite place in the activities of the model aeroplane enthusiast, and it is well worth his while to purchase a book on the matter and understand his subject.

Aeromodellists often gaily say, "Oh, I caught a lovely riser today and did umpteen minutes." But are there many that know where a thermal is likely to be found, or where and how high an uprising flow of air over a hill is likely to be found, also how a thermal is created. Also where the down currents occur? Does one know, for instance, that a newly-ploughed field causes a "riser" by giving off heat stored in the ground. That red roofs and yellow corn-fields do likewise, that a bonfire or a factory chimney can send one's model up. One of my hobbies is full-sized sailing, as well as model sailing, and when I was at Gibraltar I often made use of a certain advantageous flow of cold air which was being sucked in from the colder sea, to make room for the heated air that was rising over the hot roofs and sand of the little

Spanish town of La-Linia. This won me several races, because I had craftily tested this out on non-racing days, and knew exactly where the thermal started its work. Fig. 5 gives a general idea of how some thermals are created.

"Smoke Gets into Your Eyes"

I was in bed in Germany recovering from 'flu, and my wireless was playing that well-known tune "Smoke gets in your eyes"—I was enjoying my first cigarette and it was one of those nice fat Egyptian ones that produces clouds of swirling smoke that one can make intriguing thick smoke rings with.

As a result of the tune I was ruminating on the mysteries of airflow "risers" and I blew out great clouds of smoke and idly watched the gentle up-risings and down-flow of the bluey-white wreathing smoke against a background of sunlight which was streaming into my window.

Knowing about the bonfire business causing even a full-sized sailplane to rise, I thought I would see if I could create "risers" in miniature, and see how much heat was required, also the extent of the "riser." So I lit a candle (we always had them handy, because the electric light supply so often failed) and held the candle below my nicely wreathing cloud of smoke with the sun lighting up its antics.

Up shot a perfect "riser" in miniature of great velocity, which continued up to the high ceiling of the room! Now, if a candle can create such a stir one can well see how a fire or a number of hot factory chimneys can push a sailplane up and why sailplane pilots use these things. The point that particularly interested me was, how thin the up current or column of air can be and how it sucks in the colder air around it, also how, in order to keep in such a thermal, the model must circle quite tightly without being too tight to lose lift.

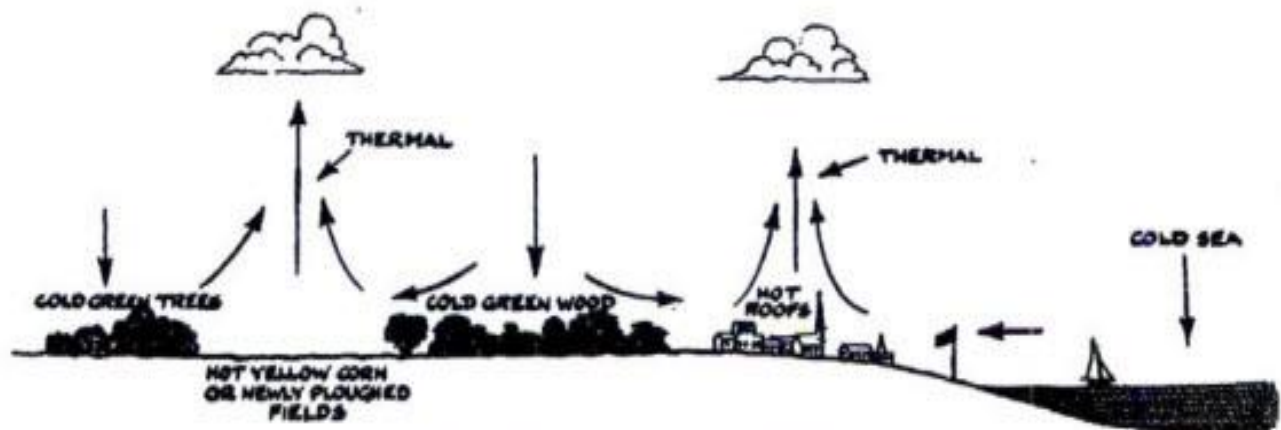


Fig. 5. How some thermals are created.

Give Away / FOR SALE / Wanted ... April 21



Here is another Trash to Treasure article. From **Mike Shears'** roof space, a scale model Extra 300 that was started back last century by the late Dennis Ansell. A scale model, very well built to this stage, just wants some TLC and finishing. **Mike** has all the detail and decal finishing kit, it would make a great scale project and as well an entry level IMAC ship. **Free to a good home.**



First in first served, give **Mike** a call on 027 420 5480 for further information on the model and plead your case.

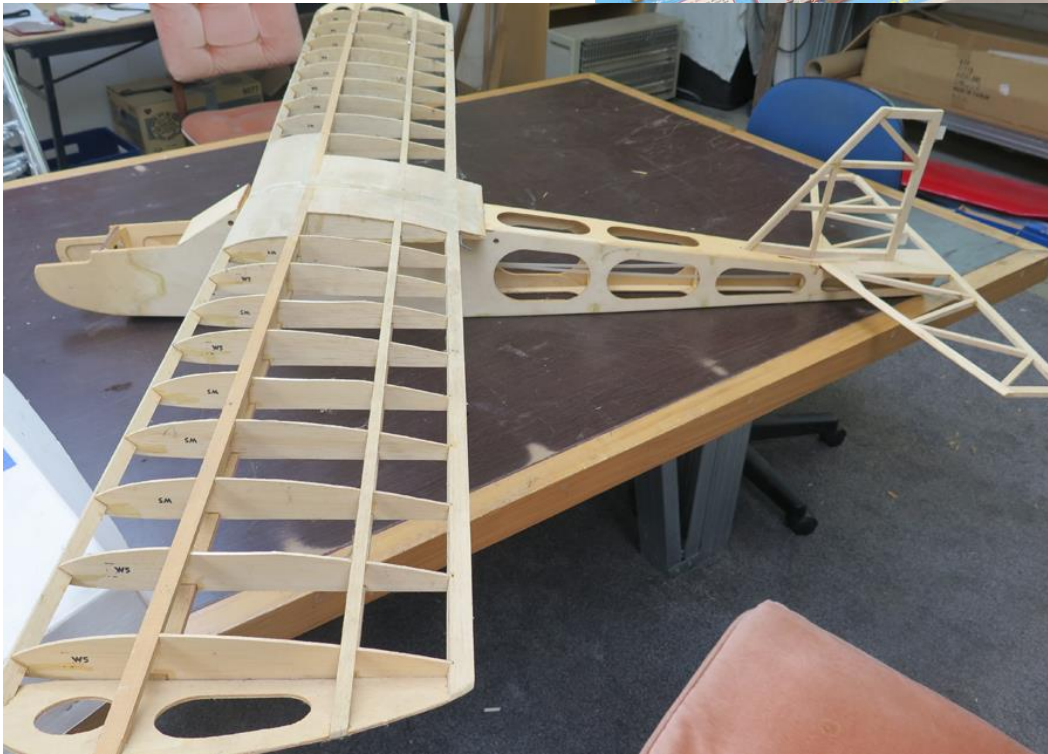
AND, there's more....



This Spirit glider, just needs a little TLC and will be a great performer, could be easily electrified.

Kadet LT-40, an excellent trainer, well built from the kit to this stage, just needs finishing and covering, IC or electric.

First up, best dressed. Again, free to a good home ! Just give Mike a call on 06 8434675

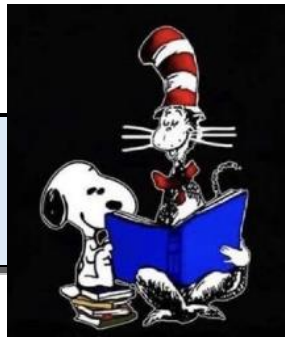


John Aitken has received this excellent collection of 5 aircraft books and is offering to pass them on free to a club member if anyone is interested.

Phone John on 022 011 2440 if you would like them.



Nostalgia Files April 2021



I found a copy of our **1989 Propwash** from Highway 50 days, containing some interesting history re-printed here for your interest and edification. That's assuming of course that any members read it !

AN HISTORICAL NOTE.

(Taken from the programme of the 10th Nationals held in Hastings in 1957/58)

"HASTINGS MODEL AERO CLUB REFLECTS"

"The original Club, as far as we can trace, started with a meeting of enthusiasts in a book shop in Russell St some time in 1936. In those early days one spoke of new formulae rubber lube, argued the pros and cons of the new higher geared winders, discussed the advantages of sixteen strands of 3/16 flat against fourteen strands of 1/4 flat; and all and one regarded owners of high powered spark ignition engines as noisy fanatics who would never have much success as the motors were far too heavy.

The Club flying ground was "way out in the sticks" across the road from the Showgrounds, and it would appear that some of those rubber jobs were really potent, as more than one found its way across five miles of farmland to the sea. However with the advent of war the Club started to collapse, and in 1941, when Messrs. P. Marshall and H. Shattkey left to join the Services, the Club ceased to be operative.

For eight years the Club stayed in this state of hibernation, and was first reawakened on 25th January 1949, when eighteen interested persons met in a motor shed at 124 Frederick Street, in order to form the present Club. These were indeed keen modellers for by March of the same year they had a full set of officers with Mr H. P. D. Van Asch as their Patron, and in the following Easter they staged their first big meeting, the Hawkes Bay Championships, which unfortunately was a flop as only the Hastings Club was represented. Undaunted by this setback, they tried again the following year, and were met by the same eager few, so for a time the idea was discarded and the keen types started a period of extensive travelling to contests at

Gisborne, Levin, Masterton, Palmerston North, and to the early Nationals venues. This was kept up until 1953, when the Club was host to the C.P.M.A.A. Control Line meeting, which was a huge success. After this followed a series of flying displays for schools and Blossom Week celebrations, and static displays for theatres. In 1955 the old H.B. Championships were revived under the name of Queen's Birthday Ribbon Rally, which was beyond all doubt a huge success and inspired the Club towards running this annual event as an open contest to all Central Provinces, including Gisborne, and it is now an official C.P.H.A.A. contest."

From the above you can see the club has a history of around 53 years, with the 'modern' club being established over forty years ago. It is interesting to note that we still have the same Patron and some of the office holders at the time of the 1957/58 Nationals are still with us, namely John Deans who was then Treasurer and Leicester Harris who was on the committee. If any member has any more club history we would like to hear from you.

The name of our club was changed from the Hastings Model Aero Club to the current one of Hawkes Bay Radio Flyers some 10 or so years ago to reflect the merging of the Napier MAC with Hastings and the then predominant interest in radio control. It has been said that the current name is a little off-putting to some prospective members as it gives the impression that Radio Control is our only aeromodelling pursuit. A look through the club contest results puts a lie to this and so a name change may be appropriate. The Committee would welcome any input on this.

HAWKES BAY RADIO FLYERS INC

PATRON: Mr Piet Van Asch	VICE PATRON: Mr Russell Davy
PRESIDENT...John Sutherland 776389	COMMITTEE
VICE PRESIDENT. Richard Bardell 89804	Les Appleford 776175
SECRETARY...Robert Wallace 84893	Leicester Harris 68897
TREASURER...Nicki Sutherland 776389	Norm Murton 83357
CLUB CAPTAIN Graham Main 447668	Paul Pilibrow 787264
RECORDING OFFICER Mike Newton 777427	Bob Whitburn 84135
BULLETIN EDITOR To be advised	

A CLOSING SMILE. April 2021



Not a “Funny “ this month, but something to smile about, nature’s incredible ability to mimic life.

This rare orchid named ‘Flower of the Holy Spirit’ only blooms once a year. Before blooming, it looks like a Mother and Child, and once it blooms, it turns into a Dove in Flight. — with Joy Doro Mine.



And thanks to my good bridge mate, I do have a little story for you. A true one of course, as he was getting a little worried about his health and took himself off to his GP and after a couple of visits and exhaustive lab tests she said he was doing fairly well for his age. A little concerned about that comment, he couldn’t resist asking her, “Do you think I’ll live to be 80?” She asked, ‘Do you smoke tobacco, or drink beer, wine or hard liquor?’ ‘Oh no,’ he replied. ‘I’m not doing drugs, either!’ Then she asked, ‘Do you eat rib-eye

steaks and barbecued ribs?' 'He said, 'Not much... My former doctor said that all red meat is very unhealthy!'. 'Do you spend a lot of time in the sun, like playing golf, boating, sailing, hiking, or bicycling?' No, I don't,' he said. She asked, 'Do you gamble (play Bridge naturally), drive fast cars, or have a lot of sex?' No,' he said... She looked at him for a moment and said, "Then, why do you even care?"

And that's Goodnight from him and good night from me. Now back to the workshop for all those catch up jobs and just maybe a new build ? Tell me about it.

See you after Duck Shooting and hopefully at the AGM on Wednesday 19th May.

Barrie the editor, mfhb. May 2021.