

Model Flying Hawkes Bay



Club Newsletter # 140 Aug 2022

In this issue.....

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Thurs 1	Vintage Awatoto
Sat 3	NDC
Sun 4	CLUB SUNDAY NDC
Tues 6	Shed Morning
Thur 8	Vintage Awatoto
Sat 10	NDC
Sun 11	CLUB SUNDAY **BARBECUE DAY** NDC ***** Marty's Monthly Theme day Bring a CUB, or something similar or anything at all !!
Tues 13	Shed Morning
Thur 15	Vintage Awatoto
Sat 17	NDC
SUN 18	CLUB SUNDAY "Rain Date if necessary" NDC
Tues 20	Shed Morning
Thur 22	Vintage Awatoto
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Contributors to this issue; / Brett Robinson / Marty Hughes / Ash / Barrie Russell / Mike A / Phil Sharp / Brian Hitchcock / Lance Hickey / Russ Nimmo / Clive Baker / Mike Harris / Dave Crook – Alan Rowson- Gordon Meads- Hamilton MAC / Stew Cox / Derek Whelan / Barry Lennox / / E & OE

NDC SEPTEMBER 2022 VINTAGE & SOARING

Sep/22	145	VINT	RC Vintage 1/2A Texaco
Sep/22	146	VINT	RC Vintage A Texaco
Sep/22	147	VINT	RC Sport Cabin IC Tex
Sep/22	148	VINT	RC Sport Cabin E Tex
Sep/22	428	SOAR	Thermal D (F500)
Sep/22	429	SOAR	ALES 200 Class M
Sep/22	430	SOAR	ALES Radian Class P
Sep/22	431	SOAR	Thermal J (2,4,6,8,10)



From the Editor's Desk Aug '22



Hi Members,

We have a surprising amount of content considering the lack of activity at Awatoto field thanks to members responding to my call for copy, keep up the good work please ! The good news is the grass is a growing, brown tinge turning green, typical of the natural couch or Indian Doob grass, and as the ground temp rises we should soon have green fields again. Good to see the Soaring guys making use of the Awatoto facilities last weekend as Black Bridge had become a bog. The F5J competition is becoming popular, not just here but world wide. If you want to know more talk to Rowdy and Joe and the boys. A full report of their competition will be published here once received. Let's hope the flying weather improves and we see more activity on the strip and in the club generally.

I look forward to your input.

Barrie the editor mfhb.

Prez Sez. Aug 2022



August 2022

Wow... Can we believe yet another month has come and gone and that takes us a bit closer to the warmth , sun and green grass growth.

I missed the last publication by about an hour to announce and welcome our new club Secretary Mr Ross Brinsley. Ross has been a member of MFHB for more years than he will admit to. Ross has done a number of roles with in the club. A past committee member, a past treasurer and resident Devil's Advocate at the AGMs. Ross brings to the table a wealth of knowledge and experience so when you see Ross at the field, please make a point of thanking him. He will tell you he's the only mug silly enough to accept the role . Whatever the reason Ross, Thank you . Without a Secretary, we have no club.

The August BBQ and theme day brought a very cold and chilly start but the day got better and better. Thanks Barry and Dave for their culinary skills on the BBQ. The theme was Radian Comps. All up last down wins a chocolate fish. We suspect that our very own Stuart Sturge had injected his wings with helium as he was in no hurry to come down . Brett Robinson on the other hand thought it was the first one down wins..... he still got a chocolate fish.... A pity fish... Next time Brett , take the rocks out of the fuselage. A great day all around. September's Theme day will be a Cub day so if you have a Piper, Carbon, Super or any Cub, start thinking about getting it ready... No excuses Retired Gentleman Rob Lockyer!!! I'm happy to take requests for theme days going forward. I need some ideas. eg, Warbirds, Multi wings, Bring the wife flying etc...

The little K Mart Glider craze continues to continue with John Clarke's latest offering... A tow Glider. Still a work in progress but we had a lot of fun towing it up with my little foamy Trojan. Barrie Russell is on about Mk4 with his motorised Glider and it's just about perfect. I feel a li'l Lidl glider theme day coming up?? YES !

You will notice we have had another load of metal spread from the Toilet block to the carpark gate. This should access to the amenities a little easier in the wetter conditions.

Looking ahead, we are excited to announce a couple of dates to put in your dairy.

#1 The 75th Anniversary is locked in for Sunday the 16th of October 2022. Please start thinking about what you might want to fly on the day. We want to theme it towards old school. Classic stuff.... Even that old trainer that's been up in the rafters for the last 30 years. The late Great Harvey Stiver put a lot of work into the organising of this day before it was postponed in March so in his honour we will do the day justice.

#2 Warbirds over Awatoto . Locked in for the weekend of the 4th and 5th of Feb 2023. As we missed last year's one, this one will be bigger than Ben Hur (in case you're wondering Lance, that was a big movie when you were young.)

Yes, it is rumoured that all great men actually started life as children. This year we will be returning to our roots and make it War Birds only. The only exception will be the legendary 3D display from Frazer Briggs.

Now onto another note. You would have all received an email from Barrie our Propwash Editor asking for content. Without our help, Barrie has nothing to publish . This would be a real shame if we didn't get our monthly Propwash fix. I'm now pleading for you members to send in some ideas and content. This is an editorial for us all so let's all

contribute. That said, I'm starting a new section in Prop wash called "Inside the workshop of....." Read on for the first edition and find out who's workshop we get into this month.

Well that's all from me well until I pop up again in a page or two.

Happy Flying.

Marty President MFHB.

Club Captain reports. Aug 2022



Welcome to September.

The days are getting longer and the weather is showing glimpses of things to come. For a week there I thought summer had arrived but then tonight I'm sitting here rugged up away from the chill outside. I have some work to do in the shed but the temp has put a stop to that for tonight.

The monthly BBQ turned out to be a great day but sadly we did not get a lot of members with their Radian out to fly. Those that did turn up had a great little fly off. Even though it's not yet summer there was good lift around to be had for those that went looking for it. The simple idea behind the theme days is to encourage us to bring something to the field that we normally don't fly or overlook in our hangers. Remember, although we encourage people to bring an aircraft that matches the theme, all members and aircraft are welcome no matter what they are on the day.

The grass is slowly starting to show through in a few more places but I feel we will be needing some seed sown to get good coverage for the summer. The Committee is watching the growth with interest but are currently consulting with a contractor re the reseeding as well. No final decision have been made yet as we have a few weeks before the ground temperature reaches the preferred 15 degrees. The thing to remember is that these contractors get very busy between now and Christmas so if we do not engage someone now, we may miss out.

If you have not seen the Clubs 75th Anniversary is coming up. This is going to be a single day event though some past members that may be traveling to attend may want to fly both Saturday and Sunday. There is not set format for the flying but it would be great to see as many old school aircraft as possible. Those planes we all have tucked away in the back of the shed, never fly but just can't part with.

For those of you that have put your models away for the winter remember to give your batteries a bit of a boost. Its not good to keep them fully charged but then its not good for them to be flat. Especially those NIMH battery packs that don't hold their charge for long periods of time like Lipos do. Best thing is to put them on the smart charger and put them through a cycle or two that way they will be in good condition in a month or two when you pull your plans out for a fly come warmer weather.

That's about all for this month so hope to see you all at the field.

Derek Whelan. Club Captain.

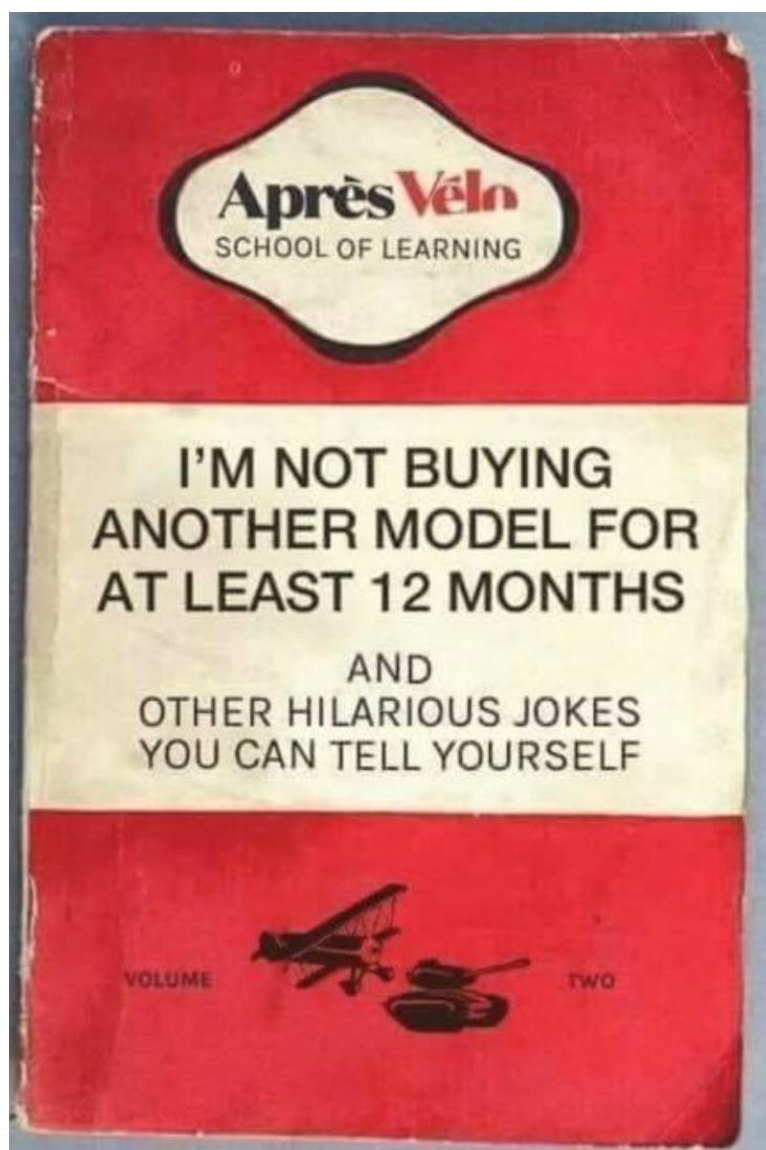
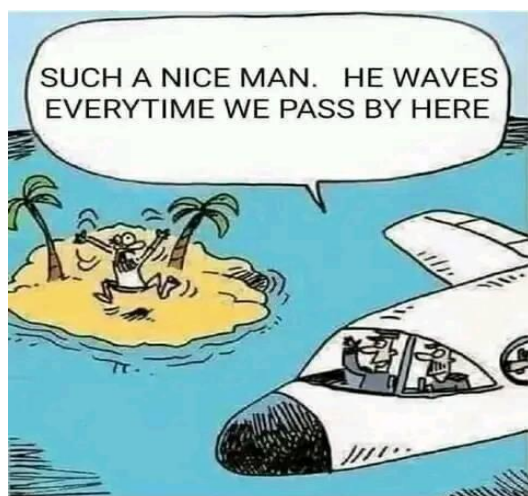
CLUB ACTIVITY Aug 2022



Quiet start again this month with winter still around. I might as well share this little gem with you early in the piece.

You'll know who's still spouting about turning over a new leaf. Trouble is, every leaf he turns over there's a new model under it. Oh the joys of aeromodelling. The book looks a bit tatty, I think he's been fingering it for a while. How can you not be impressed by Marty's infectious enthusiasm.

Build and buy more models I say !!



Sunday 14th August. At last, a fabulous day in the Bay for our monthly barbecue and **Marty's** first Theme Day Radians to the fore. Dave and Barry did the usual good job feeding and watering us, 23 sausages sold, hardly a momentous turnout but those that made the efforts had great conditions to play in. After lunch, six of us competed with our radians (All up & last down) for **Marty's** chocolate fish. No records broken but a lot of fun had by all. Considering the forecast and the number of Radians in the club, the response was just a wee bit disappointing but there ya go, we had fun ! Maybe for next month's theme we'll all bring our CUB thingummies out to play ?

Lance firing up his Camalco for another flight.





All thanks to **Clive's** photopersonship ! **Top Left Clockwise;** **Stan's** new Tiger Tail classic patternship posing with my TT pre-test flight. / TT's Test flight, three clicks of down and it flew great. / **Rob L's** Extra performing well / **Stu Sturge's** grasshopper flies off into the distance / **Mike** inspecting **John and Marty's** Lidl Tow glider preparatory to some successful test flying / **Phil** brought the Gnome rotary out for some bench running. Performing well and sounds magnificent, can't wait to see and hear it in the Camel. **Don't look so troubled Rob, it's not that far to the end of the strip, the exercise is good for you**

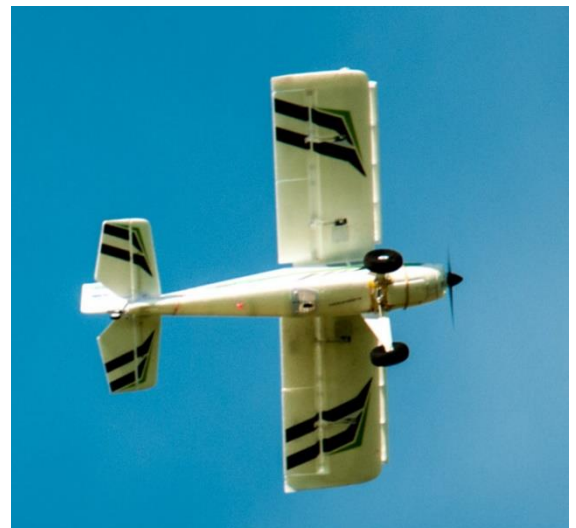




Action from Marty's Theme Day Radian competitions, All up last down theme, six winners every time !! Conditions were pretty flat but we had fun and the chocolate fish were well distributed keeping everyone's sugar levels up.

Sunday 21st August; A bit quiet again, maybe the promise of some cross wind put a few off, but the morning was quite flyable. **Clive** again was busy and captured what was offering.

Mark L. got some good air time with his foamy STOL and **Jose Cezero** had this very smart performing hot liner performing aerobatic over the flight line.





The saga of my Fox 60 Eagle Three motor continues in the Tiger Tail. One good flight and then continuing motor problems. I feel a motor transplant coming on with my rebuilt OS61 finding a new home.

Well, we've all heard of disability carts and wheel chairs, walkers and Zimmer frames, but as **Clive** pointed out **Club Captain Derek** has taken the concept to new heights and fitted himself with a nose wheel for extras stability. Is that what is known as "Forward planning" ??

According to T E Lawrence "Thus out of small beginnings greater things have been produced"

One proud father, Mike Harris writes of his son Josh who was a popular junior member of MFHB

Hi Barrie, was an amazing day down at Dunedin last Sat 20th Aug for Josh's PhD Graduation. Which was actually nearly a year late because of the Covid. It's an amazing feeling as a parent watching your Sons or Daughters excel themselves. Josh went into Otago University to be a Dentist, after his 2nd Graduation in Bio Medical Science with honours first class, he was invited into Med School and Dentistry, he turned both down to continue studying Breast Cancer Research for a PhD degree as he had gained a scholarship in that subject which he was enjoying the Research side of. After 9 years of study and finishing his Degree was offered a job in Melbourne at the Peter Mac Cancer Hospital and Research Centre. Where he's been working since Feb this year as Breast Cancer Research Scientist.

What a great story, nothing succeeds like success, our **Heartiest congratulations to you Doctor Josh and Mike**. Good to hear you keep your hand in on



the simulator, hopefully one day when you have time to relax and play we'll see you back in the air. Here are some pictures of **Josh's** adventure growing up with Model Flying Hawkes Bay at Awatoto field.....



Josh and Christena at his PhD Graduation.

AROUND the BUILDING BOARDS Aug '22



Mike Harris writes; I've just added 2 of these starters to my Edge 540 and my Horizon XCub. They have a special high voltage switch with a lead from it to a spare Rx channel. A fully charged 3 cell 1800mah Lipo will give you a good 30-40 starts. Special tools required are deep socket to get the nut undone that hold the prop hub, and a puller to get prop hub off. The kit supplies a spacer and a new prop hub that has a one way bearing in it. If mechanically minded it is a fairly simple fit no modification required. The kit supplies 2 long spacers for the left side engine mount which are a perfect fit. You need to solder heavy duty wire to the electric starter motor, that goes to one side of the heavy duty switch, which you have to buy separately the other side heavy duty switch to the battery, then small wire to rx. When you initiate the switch lever to start, the starter runs for about 3 seconds gives motor about 4-5 revolutions. You then return switch back ready for next start. My 1st starts before starter fitted used to flick sometime 20 or more times, now with starter 2 goes with choke starts first time choke off, absolutely brilliant. These starters fit DLE, EME, DLA, these motors have a straight shaft out from crankshaft to the prop hub, they won't fit motors with tapered shafts at the prop hub. Very happy with it. Vick Shaw told me he has one also fitted in his Pawnee. Photos of the one fitted in my edge, side view front view and top view, including the electric high voltage switch. Price all up around \$320.





2x pics of the Horizon Hobbies Xcub starter motor well hidden inside the cowl. All up weight starter and battery around 10oz. I've a servo operated choke in the Edge, and a manual on the Xcub. Cheers, **Mike Harris**.

Russ Nimmo reports from his Poukawa hangar on the DH 4 progress;

Cleared the deck and started rebuilding the DH4. Has taken two days so far to fit elevators and rudder and re-rig the empennage.



The top wings are on the other side of the shed having roundels painted then the graphics work is complete. The paint is sprayed on water based thinned with a wetting agent and water and then a top coat of water based satin polyurethane clear.

Aladdin's cave is still yielding results. The Pitts Special reported in Newsletter #138, "The Bulldog" is now into its certification program. A remarkable model with the assembly taking only a matter of minutes as opposed the seemingly hours to set up many biplanes.

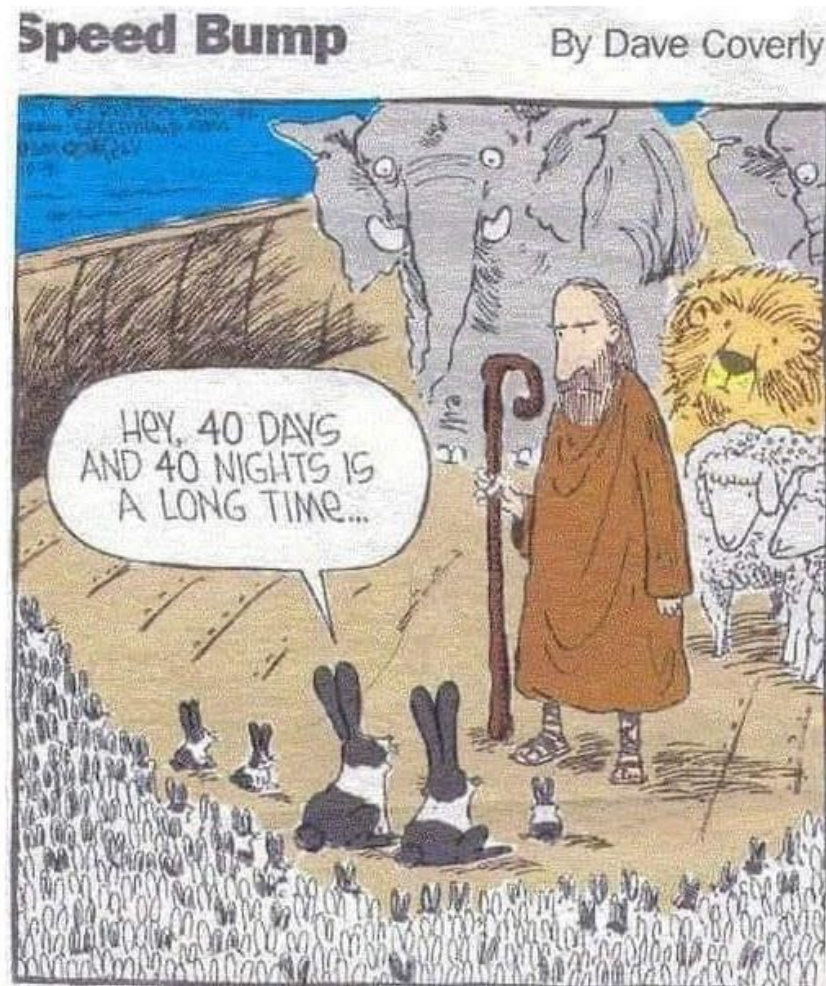


The large model physical inspections are completed and we're now into the flying routine with the first three flights completed. Mike Shears is the testing pilot and is very pleased with the model's handling. We have added a moderate amount of lead to the nose, it was a bit light on the controls to begin with and climbed significantly when

inverted. That made a significant difference, so all we need is some decent weather and we can complete the last two flights and it will be all certified. Clive took these great aerial shots during the process..



There is still lotsa space for other members to share your building projects during those long nights





The Westland Lysander

The Westland Lysander went into service with the RAF in 1938. It was designed to meet a specification drawn up by representatives of the British Army and the Westland Aircraft company led by George Petter. The basic requirement was to build an aircraft that could support the Army in its front-line operation. carry out reconnaissance of enemy troop movements and to direct gunfire.

The result was a large aircraft with a wing span of 15 metres and powered by a radial air-cooled engine. The wing planform was unusual as it tapered outwards from the wing root to about one third span and then tapering to the wingtip. It gave the Impression of a gull wing but there was no break in the dihedral. The whole aircraft was built round a massive forged yoke carrying the wing and undercarriage.

Operating in the front line it needed robust armament. The air Lysander carried a separate observer/gunner operating a gun turret. Four forward firing machine guns were carried in the undercarriage fairing and operated by the pilot. Stub wings on the fairings carried a range of small bombs and there was a further bomb rack under the tail. The ability to take off and land on rough landing strips and fly at low speeds was important. The wing was equipped with large flaps and leading-edge slats which opened automatically at pre-set airspeeds.

I remember looking at the Aeromodeller plans for a free flight version of the Lysander which came with a warning that it was extremely difficult to build and was unstable in the air. Whether this was because of the structural problems of affixing the wings to the canopy or the classic problem of scale models of needing an enlarged tail plane never found out.

The operational history of the Lysander was unfortunate. 180 aircraft were sent to France to cover the German advance at the outbreak of hostilities. This was a token gesture and half of that number were shot down despite being escorted by Hurricane fighters. After Dunkirk the remainder return to the south coast of the England where they were used for reconnaissance of the beaches to make sure that the Germans hadn't landed when nobody was looking, for air/sea rescue operations as part of the Battle of Britain, and what must have been the ultimate degradation, aerial target towing.

The Lysander were also used in the fighting in the Western desert where their STOL capabilities were useful. Even there the Army lacked confidence especially amongst the Generals Bernard Montgomery who used a captured Fiesler Storch as his personal transport.

If this had been the total history of the Lysander it would be largely forgotten today. But it was adopted by the Special Operations Executive, to fly espionage agents into and from France. Just what they achieved is unsure, but what is known is that the SOE aircraft were painted matt black and carried additional loads in a cylindrical container slung under the fuselage. In some stories these carried additional fuel. They were equipped with ladders on the port side to give rapid access to the rear cockpit. Wikipedia claims that spies were dropped off from at a very low altitude wearing padded suits. Now the stalling speed of the Lysander was 65 kmph which means it must have been a very special suit. I have fallen off bikes at 30kmph and needed three weeks in hospital as a result. George Petter may have felt his design

The Westland Lysander

Specification	First entered service June 1938
Crew	Pilot and observer
Wingspan	15.24m (50ft 0in)
Power plant	1 x Bristol Mercury XX 9 cylinder radial engine.
Maximum speed	341 kmph (212 mph)
Range	970 km (600 miles)
Service ceiling	6,600m (21,500ft)
Armament	4x0.303 machine guns,

of the Lysander was not very successful. No doubt he felt better after completing his next effort, the English Electric Canberra.

Our Lysander is flown by Marty Hughes. It has a Wing span of 3.1m which makes it one of our larger aircraft. It is powered by a Saito R53 engine.

. This is my Christmas present to myself and is the latest edition to the Hughes Hangar. This is the Phoenix edition of the English WW2 Lysander. Wing span is just on 3.2m so it takes up a bit of room. Running a 3 cylinder Saito 60cc Radial 4 stroke engine. The model has a current dry weight of



10.9kg and the Saito is pulling 9.5kg of thrust at 6000rpm so it has plenty of power. It ticks away on idle at 1400 rpm and through the radial ring exhaust it sound so nice. Big thanks to Mike and Robert for all their help in the set-up , sorting the CG and the throws etc. It's just a big docile bird that will fly slow , sound great and look good in the air. It's has landing lights on the front of the wheel pants which we will hook into the flap switch so they come on when landing . Looking forward to having in the air soon . Marty.



Due to his grammar mistake, Wilbur found a position. It just wasn't the one he wanted.

For English Language Lovers.

What is the difference between 'Completed' and 'Finished'?

No dictionary has been able to define the difference between 'Complete' and 'Finished.'

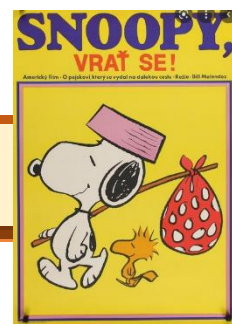
But in a linguistic conference in England, Sun Sherman an Indian American, was the clever winner.

His response: When you marry the right woman, you are 'Complete.'

If you marry the wrong woman, you are 'Finished.' And when the right

woman catches you with the wrong woman, you are 'Completely Finished.'

His answer received a five minute standing ovation.



Letter from the Czech Republic Aug '22

Brian Hitchcock writes from the Lidl Glider country;



Hi Barrie, I am in Europe for a number of months staying largely with family in the Czech Republic. Guess where we went shopping. They had no planes though at this store. Food prices generally 50% less than NZ over here. Beer 90% cheaper. Fuel price about the same. Weather perfect for flying...just need a plane. We have escaped the NZ weather and exchanged for the upper 20's mostly and 35 the past 3 days. Amazing how hot it gets considering we are just south of Poland.

Happy flying to all,

Brian.

And another interesting picture of several abandoned planes — MIGs and what appear to be DC3's somewhere in SE Czech Republic.

Maybe make an offer! BH.



Marty's "Members' Workshops" Aug'22



This month we start a new segment where we get inside the secret workshops of club members and we thought who better to start with is one of our Life Members and Editor of Prop Wash Mr Barrie Russell.





After being very nosey and taking a few photos , I had a sit down with **Barrie** and asked him a few questions;

“So Barrie, how long have you been a member of MFHB ?” Longer than I like to admit ! Joined HBRF’s at Highway 50 around 1985.

“So what got you interested in the Hobby?” I’ve always been interested in aircraft and started building models at about age 10. Stopped for a few years when cars and girls came along and then family arrived.

“Any idea how many models you have built over the years?” No, not telling !! 50 +++ ?

“Do you or have you had a favourite model?” Yes, My scratch built EXTRA 300, the current one is my third !

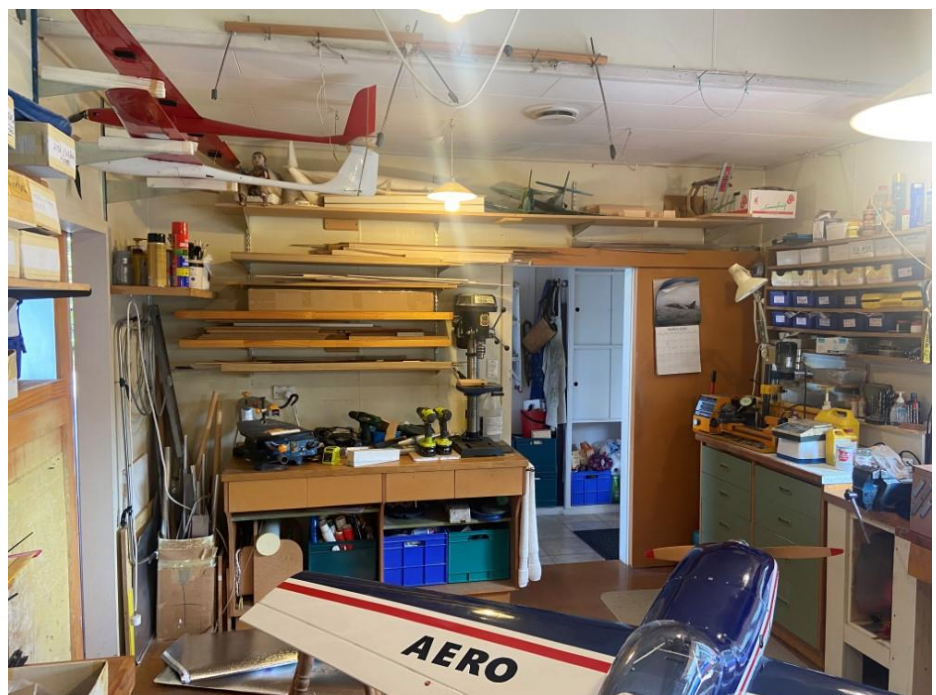
“Any advice you ‘d give to anyone wanting to get into Aero Modelling ?” Join a Club, take advice and have fun.

“Any final words ?” Aeromodelling is a great hobby with an interesting and varied group of participants resulting some great friendships and an absorbing interest.

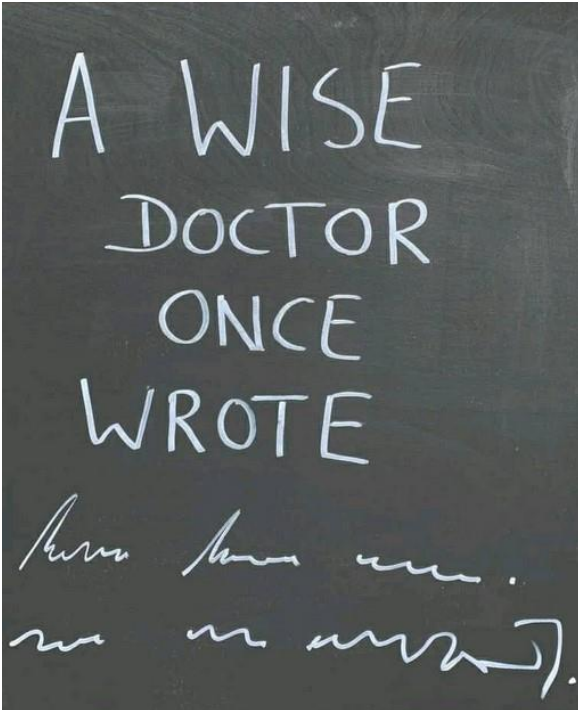
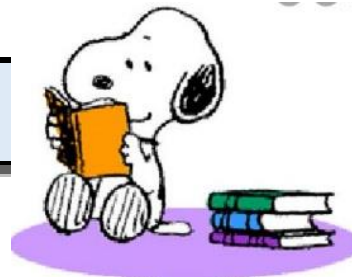
Interviewer; Marty Hughes, MFHB.

Victim; Barrie Russell.

August 2022.



Info & Things August 2022



Last month I included a piece of sagacity from our Lake Hawea domiciled retired flying doctor.






He's followed that up with this piece of wisdom. I wonder if you took it into a pharmacist what sort of a prescription you'd come out with ?

Most likely half a dozen boxes of Lidl Gliders with the instructions to **take one a month before bed time until supplies run out ?** Ed.

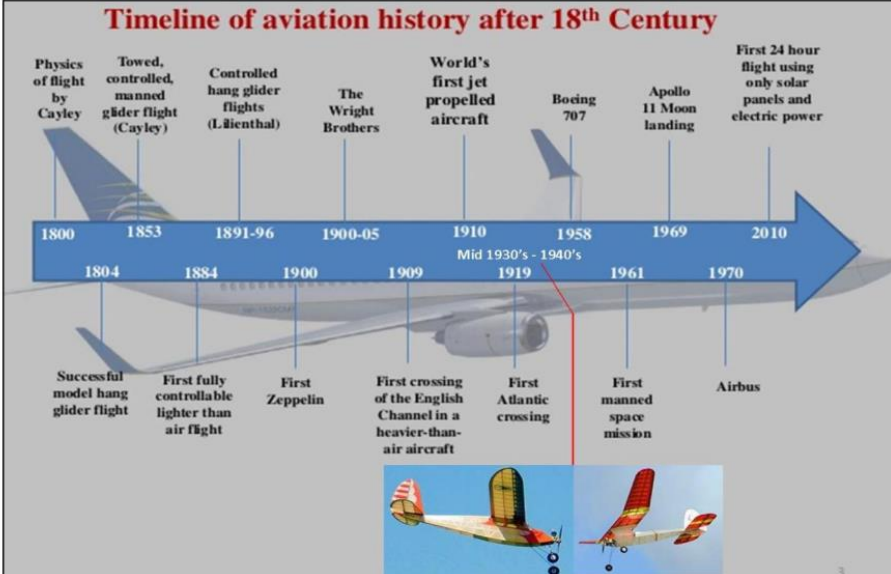
Here is one for the Vintage modellers. **Dave Crook**, ex-Hamilton MAC and now a happy resident in Waverly and good friend of our **Brett R** sent the link to this Aussie Vintage publication. [CLICK ****HERE ****](#) Worth a browse when you have time, lotza pictures of Vintage designs. I think in this day and age, "Vintage" applies as much to the proponents as it does the models and is a great place to graduate to, full of memories and a comfortable no stress environment. See ya there Mate !

The Australian Thermaleer

Information, Competition Results and Articles for Australian SAM Chapters and Groups
Issue No.11 April - June 2022

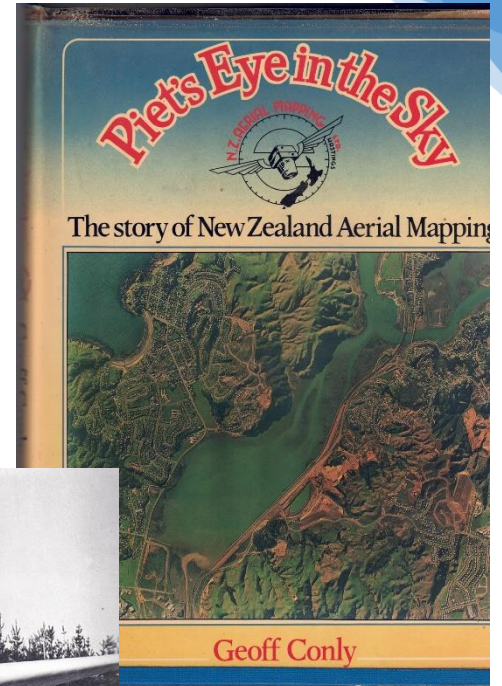
Timeline of aviation history after 18th Century



Year	Event
1800	Physics of flight by Cayley
1804	Successful model hang glider flight
1853	Towed, controlled, manned glider flight (Cayley)
1884	First fully controllable lighter than air flight
1891-96	Controlled hang glider flights (Lilienthal)
1900	First Zeppelin
1900-05	The Wright Brothers
1909	First crossing of the English Channel in a heavier-than-air aircraft
1910	World's first jet propelled aircraft
Mid 1930's - 1940's	First Atlantic crossing
1919	First manned space mission
1958	Boeing 707
1961	First manned space mission
1969	Apollo 11 Moon landing
1970	Airbus
2010	First 24 hour flight using only solar panels and electric power

We have a lot of old magazines and books donated to the "Shed" and as they languish through non-use etc they are discarded after a period. I was having a dig through and clean out and came across this book "Piet's Eye in the Sky", the story of Piet Van Asch and New Zealand Aerial Mapping written by the late Geoff Conly a long time editor of The Daily Telegraph, Napier's newspaper. What a treasure, I've brought it home for safe keeping, a great read. If any member would like to borrow it (club property) please give me a call.

What particularly took my eye were these pictures of the famous Monospar aircraft, their original twin, sadly destroyed in a hangar fire at Bridge Pa aerodrome late last century.



In the late 80's or early 90's **Norm Murton** a keen scale modeller built a very nice one powered by a couple of (I think) OS four strokes which looked impressive in the air.

What a great scale subject for a keen old fashioned modeller.

JC surely you're in need of another project, wouldn't this just suit you ??? Ed.

Clive Baker our resident photographer has put together these thoughts on “**Good photographs of flying models.**”..

.... Aeroplanes, as they fly over us, present their least attractive aspect, their underside. Generally, their best side is the upper-side and this is often further enhanced by the way they are painted. For warbirds they carry the hopes of their home nation in their insignia.

At full scale air shows pilots who “present their aircraft well” are sought after and get the best time slots. They are expected to fly past the crowds in the grand-stands banked so the upper surfaces are clearly visible. While the speed that the aircraft can achieve is important but slower passes are included in the repertoire the spectators are given plenty of time to take photos and to soak up the sounds.

In model aero clubs, planes are flown for the pleasure of the pilot; which is fair enough, they built the plane. But it is normal for bystanders to take photos of the planes for the club newsletter, for the pilots if they want a record

of their model flying and for inclusion in the club web site. These photos are scavenged from the full throttle aerobatics and are generally side on profile shots. In other words, the best views of the planes are not presented. To get good photos the models, as with their big brothers, they should be positioned so we can see the upper wing surfaces and flown at less than full throttle.



I have noticed that in the UK RCM&E magazine that jet aircraft are presented with their flaps and undercarriage down to demonstrate the complexity of the model.

I have talked with some of the pilots in our club about this. As a result, I am starting to get a series of photos good photos two of which I have attached to this article. To get good photos it is necessary for the camera man to stand back from the flight line.

Clive B. MFHB.

Like Spitfires, Of course you do, don't we all ? Have a look at this short video of Ray Hanna displaying at Warbirds over Wanaka

A superb flying demonstration.

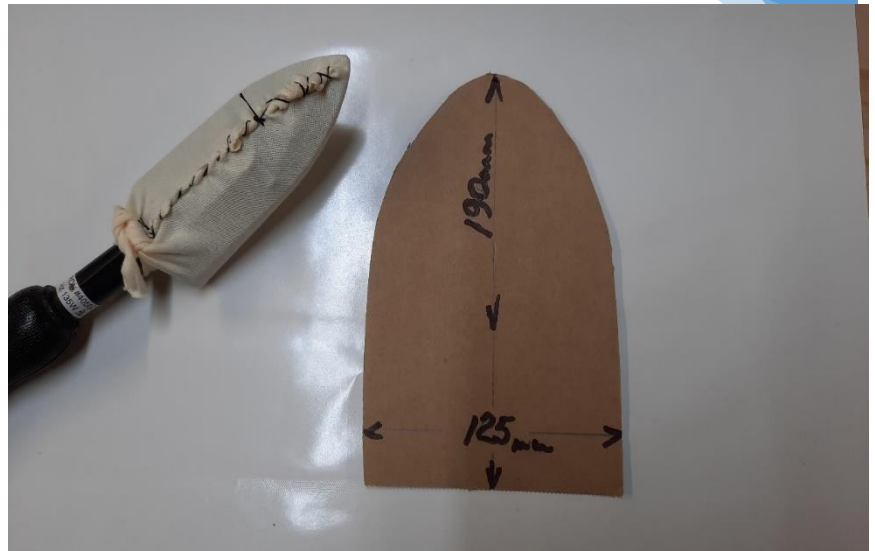
[Warbirds Over Wanaka - Spitfire Mk.XVI Display - YouTube](#)



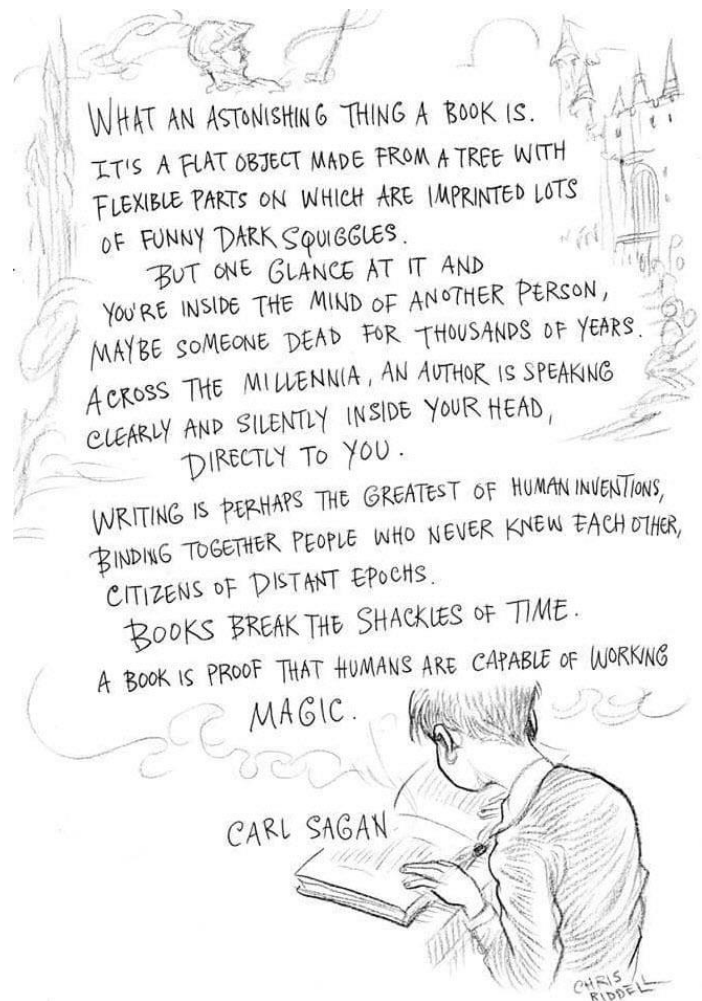
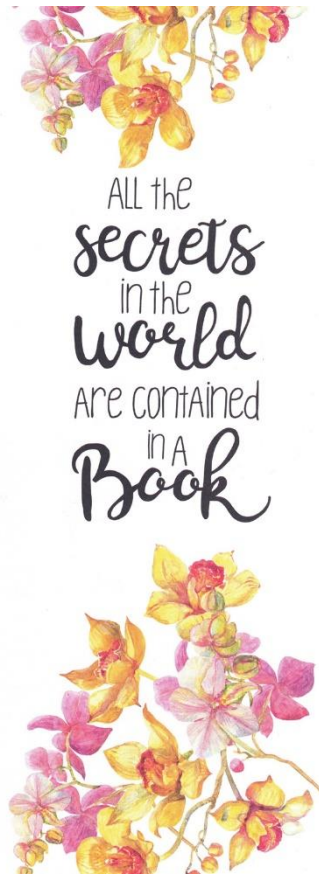
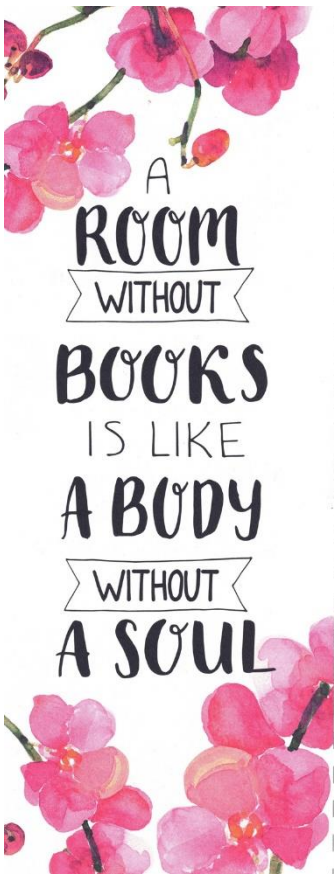
Russ Nimmo contributed this piece of interesting info...

As an aside, have fellow builders found it hard to get covering iron socks and if you can get them, they are expensive. This is my version of an idea I spotted on a UK website.

Buy a metre of plain cotton material from Spotlight. Cut a shape as above. Use your best wool bale stitch technique to sew it together over the iron (while it's cold) leaving a fair bit of overhang at the heel end to draw together and tie in a knot as depicted. It's not pretty but it works fine and its cheap, probably less than 50cents and takes about 10 minutes.



Thanks Russ. Adding to that, before the days of everything in the Warehouse being synthetic, a few pairs of cheap childrens' cotton socks was another handy solution. **Ed.**



Phil's Rotary Magic. Pt 13 Aug'22



The old saying, "*The course of true love never runs smoothly*" or something to that end is somehow what Phil and his beloved Gnome Rotary have found. However being the genius that he is, Phil has now smoothed out most of those bumps, and after a lot of dedicated analysis and work he is now in the possession of a truly remarkable piece of engineered working artistry. With Phil's blessing I've reprinted below his latest correspondence with **Stephen Wessel** who built and drew up plans for the original 1/3 scale Gnome Rotary engine, which will give you some insight into his problems and solutions.

Hi Barrie,

My e-mail to Stephen and his reply. My prop is also 16 deg at the 12in point

I used a program called Propeller Pitch Calculator with inputs of 40mph, 2400 RPM, and 3deg Blade angle of attack. The link is, [Propeller Pitch Click HERE](#) I think I will go to 18-20 deg with a wider blade. Also if I can get the fuel control more accurate we (Robert) could probably link the fuel pump to RPM, thus limiting overall speed to 2500 or so. The engine seems to respond to fuel supply very well so it should be possible.

Regards, **Phil.**

----- Original Message --From: "Phil Sharp" <philsharp@xtra.co.nz> To: "Stephen Wessel"

Hi Stephen.

It's been a while since I last e-mailed. Part of the reason for the long time is a couple of issues that I have had (poor workmanship!!!!) with the engine. After the first runs I sorted out the oil control and some of the problems with valve seating, and ran the engine again. It was running much better and I was holding at 3000rpm, which was a bit high, when it started to seize. Number 5 piston had picked up a little. Fortunately it only took 2 thou to clean up the bore. My long suffering friend at the engine company re honed all the cylinders and I re machined the pistons with more clearance. I also made a tool to expand the gudgeon pin area by 4 thou, and then turned them. They are now nicely oval!

The other problem, which has happened twice, is shearing the 1/16 pin that holds the master rod in place. When I made the master rod, I part machined the rod and then clamped it to the centre piece, and then drilled and reamed as a unit, so I am fairly happy that the fit was OK. I will probably make a new assembly, but in the meantime, rightly or wrongly I silver soldered the two together. It has been running well since but I will strip in again soon to check. The valve seal is still a bit uneven but is improving, and the engine is running very strongly.

I think that the prop I made does not have enough pitch, so I wondered if you would be able to measure yours for me so that I have a reference. The engine idles nicely at just over 900, but will go to 4000 without any trouble. It sounds glorious, but that is too fast. The throttle response is very good. If you could measure the blade angle at 12in from centre, that will be a good comparison.

I have attached a couple of pic's, and also some links to our website for three video's taken today at our flying club shed. The sound quality is poor, and makes the engine sound a lot rougher than it really is. I hope you can access them, as they are too big to e-mail.

One more run tomorrow and then I will have a good look inside.

As always I appreciate your help and input.

Kind Regards, **Phil.**

From: Stephen Wessel **Sent:** Tuesday, August 2, 2022 **To:** Phil Sharp **Subject:** Re: Update.

Dear Phil, Congratulations! This looks and sounds like a thoroughly good engine and will power your Camel realistically. It should impress the members even more than no doubt they are already. And you should be the last to worry about poor workmanship!

My prop is 36 x 20, or supposed to be. It was commercially made and then thinned around the hub by me to look better. I have not checked the pitch but the angle you asked for is 16° between back of blade and plane of rotation. Our choice was no more than a guess really but subsequent research showed that props of the period generally had a much coarser pitch. I concluded from the way the engine crackles during a static run may be an indicator of the wrong fuel/air ratio. Simply altering *fuel* flow doesn't help as air flow is a direct function of speed (there being no throttle in the conventional sense). So increasing fuel causes an increase in speed and therefore air. No doubt the mixture changes a bit but perhaps not enough, and in which direction? So my thinking was: if you coarsen the pitch then the engine slows down but to maintain power needs more fuel, so because the air supply (per minute) is now less, the mixture is richer. Ideally one would change props around to get the best running. I think you should definitely fit a coarser one if you can and see what happens.

Pilots using these engines suffered from 'lean cuts' and 'rich cuts', the latter taking longer to resolve as fuel needed to be purged from the system before it would restart. I think the Mono may have been unique in this and maybe there is only one speed for any given prop for which the ratio is correct. Hence the crackling at all other speeds. Does this make sense to you?

Charles my pilot and I noticed that during flight the sound was more even than on the bench.

That pin you referred to is only a location dowel and the two parts should ideally remain rigid provided the two arcs make firm contact. If they don't, even a tiny clearance there will result in rocking and then the dowel is under shear load. Silver soldering it all up was a good idea but then the final machining should be done afterwards.

Re piston clearance: did you use ally or cast iron? I can't recall. Anyway I find you always need more clearance than you might think. I used iron for mine and had one failure early on but only because the oil supply packed up (pump gears) and I had been tempted by a friend to try running on neat petrol instead of a 30:1 mix.

I think 2000 is fast enough and sounds more authentic. That will give you ample thrust I think.

We are in a terrible drought just now - gardens looking awful. The Brits get quickly fed up with any kind of weather that goes on too long! I am spending a lot of time and money trying to keep deer out of our 3 acre garden. They are desperate for food though and will risk anything to get it.

Best wishes and keep me posted,

Stephen.

Shed Tuesday 2nd August 2022.

Rotary_run-No1 - https://mfhb.org.nz/wp-content/uploads/2022/08/Phil_Sharp's_Rotary_run-No1.mp4



Phil's latest update 27th AUG 2022.

Hi Barrie,

Camel; Some progress. A couple of pic's of the Camel which is coming along slowly. (*Ha Ha, Ed !*) A lot of corner bracing to add to it, but most of the structure is there. I made start on the tail and rudder which are brass tube and piano wire.

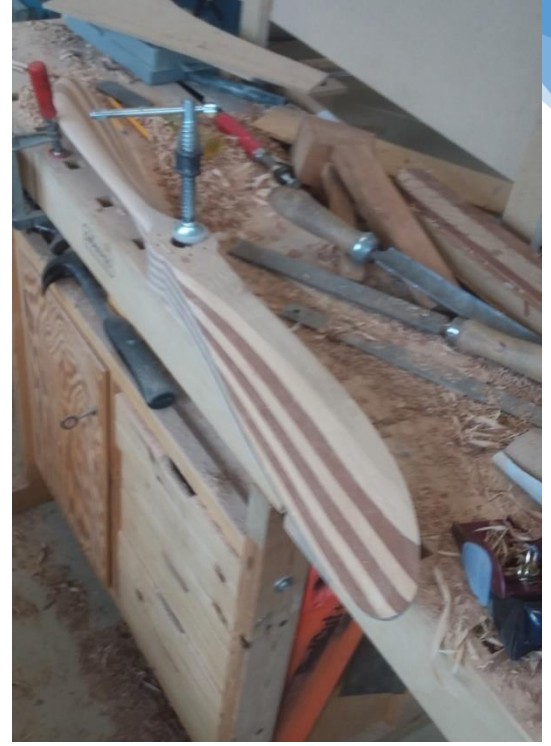
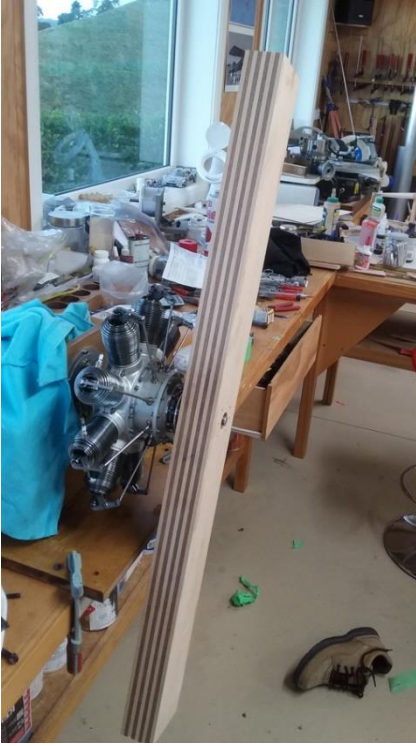


Engine; After the running at the shed and recording 4000rpm I got stuck in and made a new prop. I had ordered some European Beech for this, and Russell and Barrie kindly donated some more Mahogany, which enabled me to keep the stripy look. There is a practical reason for this as it is much easier to make the two sides match, especially on the top surface.

I increased the pitch from 22 to 30, and made the blade much wider, in an effort to reduce the rpm to about 2500. I made a thinner section to keep the weight down and it came in only 2 oz heavier. Very happy with the result. I think it looks more scale like.

I made it a different way this time which is a little more accurate. I set the angle plate on the mill and cut a slot at 1 inch stations at the correct angle. There is a program called Propeller Pitch Calculator, which gives these angles. I then chiselled the remaining timber, and that left a fairly good surface.

The underside is a twisted flat profile. The top side was done as before, with a plane, files and sandpaper. I certainly didn't need to get on the exercise bike after that!!



The other issue with the engine has been the fuel pump. I was using a brushless motor but that was hard to control at slow speed. I then changed that to a normal 2 wire motor, which was better, but the seal leaked. I have now got a small pump from Paul at Jet Center (thanks Paul) which is a big improvement.

I ran the engine today, two tanks worth, and it ran fine, at about 2500 max, and a good idle at around 900. The most pleasing thing was the throttle response, which was much better. I am still having trouble with one valve sealing, but in general it is running much better, and starting very easily.

That's all for now.
Regards, **Phil.**

Wow !!! Ed.



Classic Pattern Aug '22



Not a lot to report, the fleet is building slowly, so once the weather patterns settle down we can hopefully get some serious Classic Pattern flying under way.

Stan's Tiger Tail has test flown very successfully, weighed in at 7 ¾ lbs and with the OS60 he purchased of Hamish looks like is going to be a good performer. First run up, with an APC 11x7 prop was turning at 11,500 and looks to have good vertical performance. He does have the addition of a pipe if he so chooses down the line.

The Chief Pilot; **STANILOV SHUTRUSNICHSKI**. I'll let you work that out !



A reminder, printed here again, the new Classic Pattern Schedule and rules proposed for 2022 can be downloaded from here.... [Classic-Pattern-Rules-2022-Proposed-V2.0.docx \(live.com\)](#)

A summary of the manoeuvres is printed below, for a more in depth description you need to visit the above link.

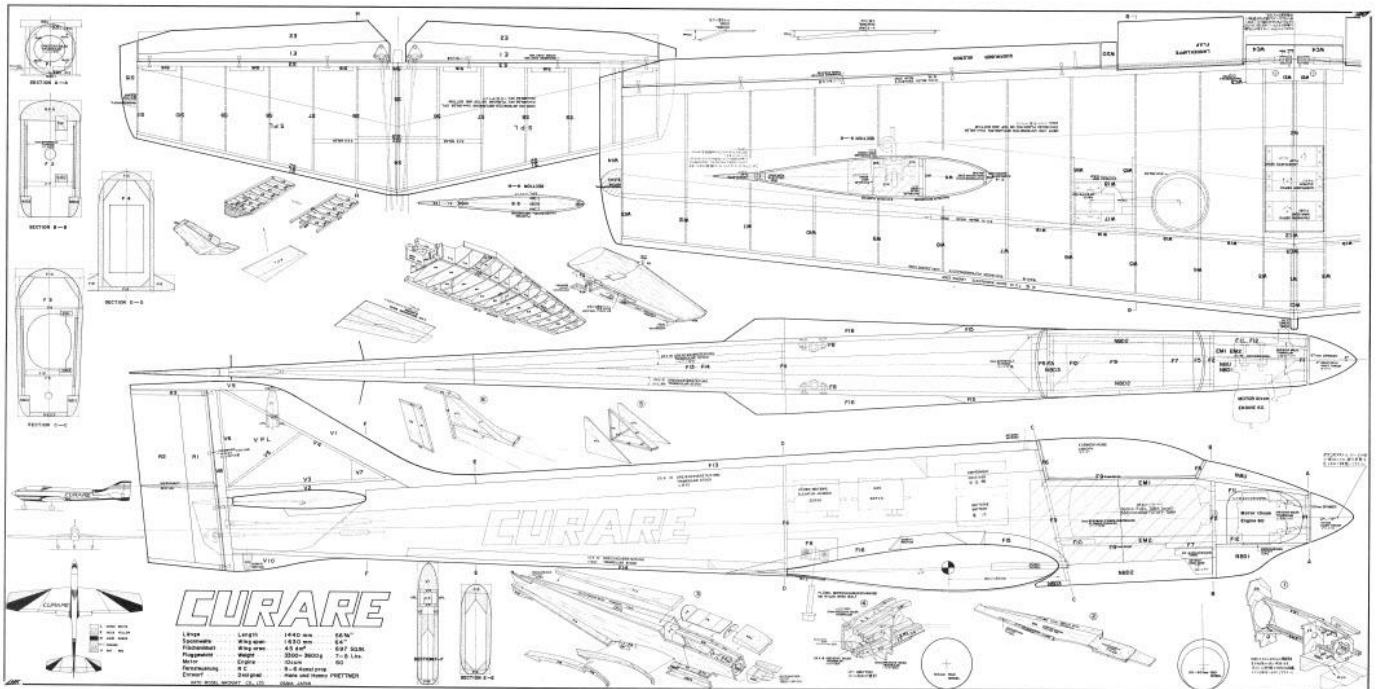
5.1.13. Schedule of Manoeuvres

	Manoeuvre (C2022)		K-factor
1	Triangular Loop with roll	Into wind	4
2	Cuban Eight with half rolls	Down wind	3
3	Top Hat, point rolls up and down	Into wind	4
4	Slow Roll	Down wind	3
5	Two Reverse Outside Loops, half roll entry and exit	Into wind	3
6	Cobra Roll	Down wind	3
7	Double Immelmann, point rolls	Into wind	3
8	Four Point roll	Down wind	4
9	Square Horizontal Eight	Into wind	4
10	Three Horizontal Rolls	Down wind	3
11	Three Turn Spin	Into wind	2
		Total K-factor:	36

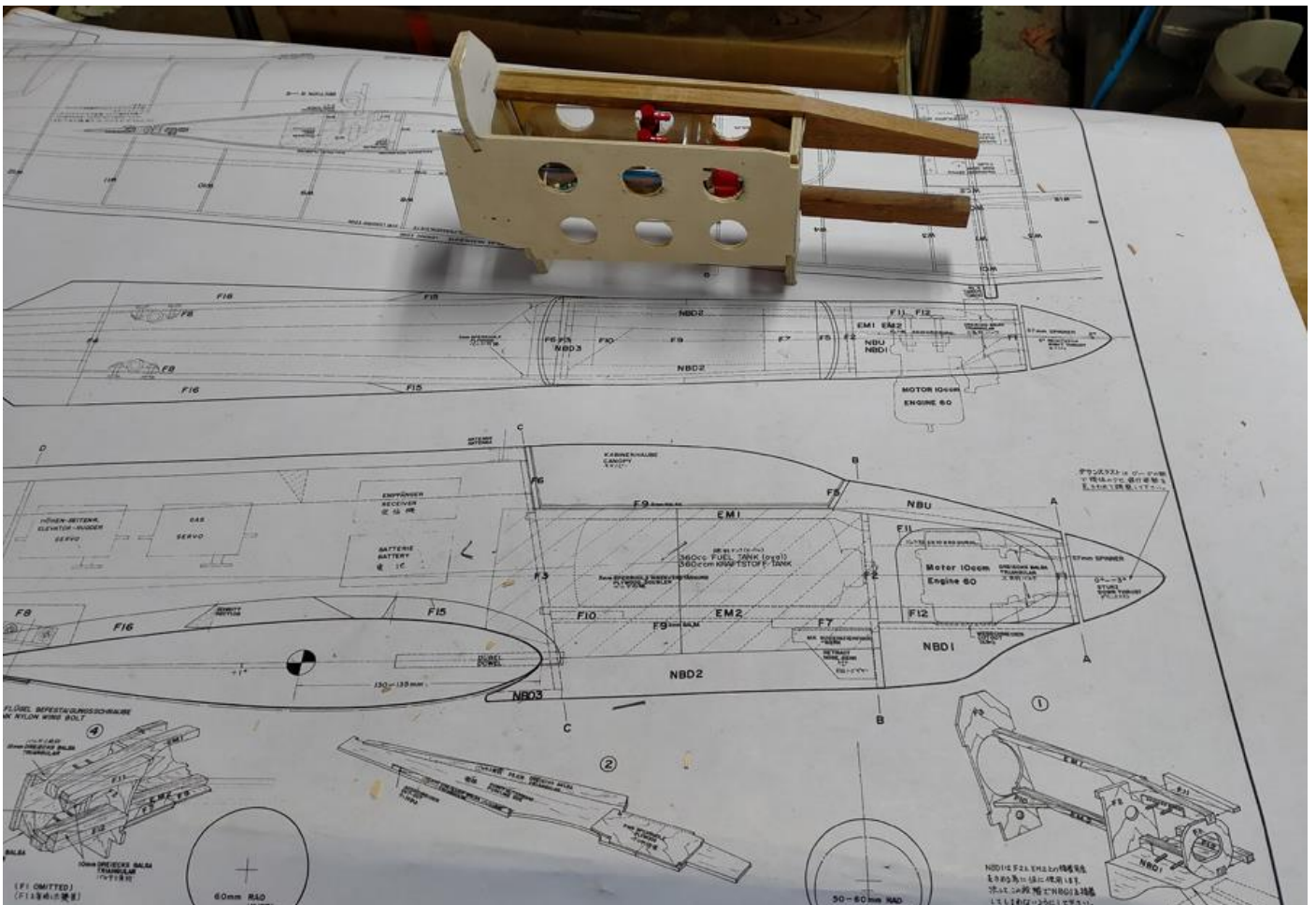
Still having a few issues with my Tiger Tail Fox 60 motor, thought I had it sussed on Sunday replacing the glow plug. Ran great for two circuits then cut at the top of a loop. On landing and checking, it had no compression at all, was ready to throw it in the bin. Took it home, disassembled and could find nothing wrong, but after putting it back together could hear a slight hiss on the compression stroke. I put the head under water and found it was blowing air out through the centre of the new glow plug would you believe ! **Sunday 21st**. Fitted a new OS 8 plug and had a great first flight, and then all the motor troubles started all over again, couldn't get a consistent run, there appears to be a fuel/air leak around the carb needle which has no seals like the OS needle. I give up, out comes the Fox and in goes my re-built OS61 with the Dubb Jet muffler from my deceased Tiporare. Back to the flight line. **Still NBG !!!!!!!**



I was in **Stu Sturge's** workshop this week and he pointed to a large box of balsa that needed converting into a new aircraft ! He admitted needing "another building project" and had enjoyed building the Dirty Birdi. He then proceeded to pre-empt any comment I might like to make and produced a drawing of Curare, the 60's pattern ship of Hano Prettner fame....



Two days later, this picture arrives in my inbox with the comment



"How am I doing so far? Cheers Stuart". Great I'd say mate, we'll see you on the flight line ! Ed.

VINTAGE REPORT Aug 2022

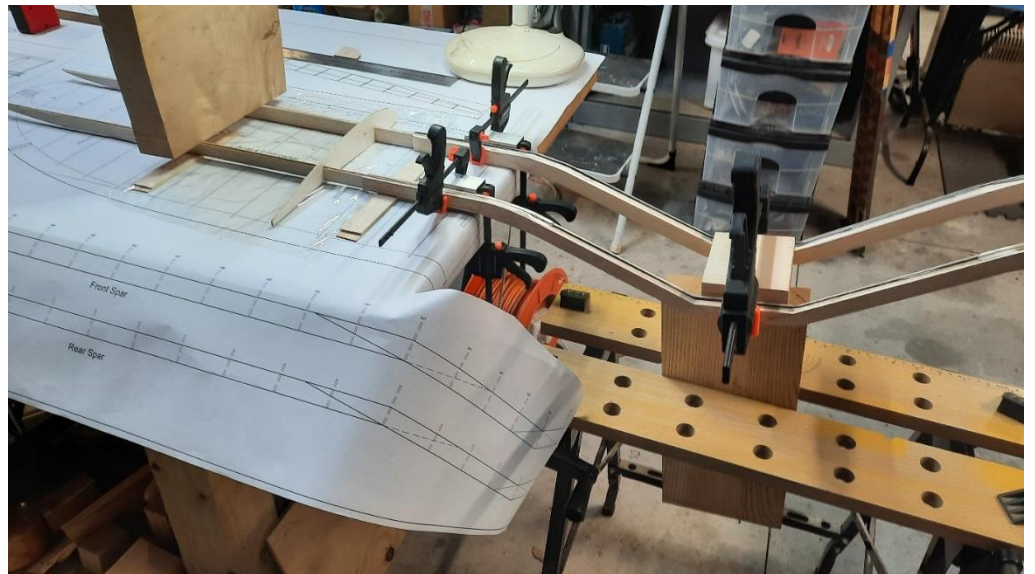


Russ Nimmo as noted last month has purchased a Hangar One Laser cut Vintage kit and reports he has been Spooked ! Russ writes; Meanwhile in the wilds of Poukawa there is a Spook on the prowl.....

Ever since Hangar One included the Spook 72 on their inventory of Vintage aircraft, I have rather liked the look of it, something about the gull wing. The first thing you notice when you open the Hangar One kit box is the disclaimer note advising that the box contains only a collection of parts and a plan! No instructions...

Fine, I had my own ideas how I was going to build the Spook having looked at a couple of versions on Outerzone and that was to start by building the spars. The original Spook being a free flight model had just front and rear balsa spars $3/16 \times 3/4$ and $3/16 \times 5/8$ respectively. I decided that wasn't going to be strong enough so the front spar has a 1mm carbon fibre sheet doubler through the gull wing section and the rear spar a 0.5mm doubler.

Setting up the spars was a bit of a challenge but the picture probably shows the method adopted better than I can explain it! Build one half then turned the whole thing around, constantly checking the incidence angle on the "free" end.



There are no span wise stringers on this wing just two spars and a leading and trailing edge. That's the rudder. Just need to build the bits in between now. Looks delightful Russ, will watch progress with great interest. Ed.

On the club Vintage scene Thursday 1st September saw it alive and well at Awatoto Field. A glorious Bay day, sunny and warm with little wind. Above, Russ with his Playboy, Stan and 79 inch Stardust, Brett (the tall one!) and Lanzo Bomber and self with 72 inch Stardust. We flew two serious/fun Vintage comps, E Precision first up (3 minute flight exactly and landing points with up to a minute motor run. And E Duration, target a 5 (+) minute flight and landing points. Great having Russ joining in and looking like a serious competitor, the competition fierce and fun and a thoroughly enjoyable morning was had by all. Brett computed the results as below.



VINTAGE PRECISION

NAME	MODEL	1			2			3			GRAND
		FLIGHT	LAND	TOTAL	FLIGHT	LAND	TOTAL	FLIGHT	LAND	TOTAL	TOTAL
BRETT ROBINSON	LANZO BOMBER	178	20	198	179	20	199	178	20	198	595
BARRIE RUSSELL	STARDUST	177	20	197	176	20	196	177	20	197	590
STAN NICHOLAS	STARDUST	177	20	197	177	0	177	179	20	199	573
RUSSELL NIMMO	PLAYBOY	176	20	196	172	20	192	180	0	180	568

VINTAGE DURATION

NAME	MODEL	1			2			3			GRAND
		FLIGHT	LAND	TOTAL	FLIGHT	LAND	TOTAL	FLIGHT	LAND	TOTAL	TOTAL
BARRIE RUSSELL	STARDUST	300	20	320	300	20	320	300	20	320	960
STAN NICHOLAS	STARDUST	300	20	320	300		300	300	20	320	940
BRETT ROBINSON	LANZO BOMBER	251	20	271	238	20	258	254	20	320	849
RUSSELL NIMMO	PLAYBOY	193	20	213	199	0	199	220	20	240	652

Awatoto Field is starting to grass up with the couch grass breaking through all over, (looks brown at present but growing green) given some warming and a break from the rain and we'll be green again in no time.

Hopefully all you vintagers wrote in support of the change of NDC to flying any day of the month. I believe this would make a huge difference to the participation in and support of Vintage NDC. Just last month (August) at MFHB we missed out on all four competitions due to inclement weather, prior commitments and Awatoto field club usage.

Roll on Summer and some good flying weather, there are some interesting new vintage models being built at present and others been relocated (Harvey's Miss America and others for example) so with a bit of re-furbishment of the old and the addition of some new, we should be good to go looking ahead. **To those members not involved but interested in the Vintage scene, don't hesitate to give me a call and come out to the field and have a look and a fly of one of our aircraft, we'd love to share and help you there.** See you at the field. Ed.

MFHB Nostalgia Files 2008. Aug '22



Looking back through my **2008** picture files, guess not a lot changes in 14 years, apart from the waistlines and hair colour and capacity.



Clockwise from Top Left; A trip to Taupo MAC where ex-mfhb member **Mike Munro** is ruining his arrival. / Pits scene from a Rally day in Taupo. / **Mike Harris** with his ill fated bearcat, which with a high wing loading suffered a case of the dreaded "Flutters" / Self with my Turbo Raven, DA 85 powered. / The late **Barrie Roberts** with his son **Fred** after a dual buddy teaching session. / **Sqdr Ldr Jonnie Aitken** with his version of a Hawker Hunter, all foam and electric powered off a dolly.



Top Left Clockwise; A young “Rowdy” in the early days of DLG with a glider he has scratch built, I don’t think that’s a cigar ?? / A coroner’s meeting at Awatoto Pits, I think as the result of a mid-air / Sunday Pits looking East with John Sutherland’s Extra Patternship in the foreground / Sunday Pits looking West with John Clarke’s beloved Chippy out front / In a moment of madness Alan Rowson got himself into Barrie Roberts new BMW sports car, took three of us to help get him out !! / Vic Shaw at home in the office of a sailplane somewhere over New Zealand.

**** FOR SALE ****

Aug, 2022



Dave Crook from the Hamilton MAC has asked that we offer the below for sale on behalf. The models all come from the estate of the late Laurie Chrystall a long time member of their club.

Dave wrote; Before Laurie's passing he contacted me requesting to put some of his aircraft in the Hamilton MAC newsletter for sale. Alan, Gordon and Wayne were all kind enough to visit Laurie to take photos and list the planes you see here. Laurie was to be contacted directly but unfortunately with his passing this is no longer possible. His wife Robyn has kindly given her permission for the planes below to be advertised.

If you are interested in any of them please make a fair and reasonable offer on these models in the region of what they are priced.

Offers can be made to Alan Rowson ph 021 025 93002 or Gordon Meads 021 1252911

!!!! All Items must go MAKE AN OFFER !!!!



Thermal Thumber vintage, 1930mm wingspan, Saito 50FS
\$150... ONO



High-wing trainer, 1670mm wingspan, OS 46L, servos
\$100... ONO



Harvard, 1800mm wingspan, Thunder Tiger 91FS, retracts, servos
\$250... ONO



Pitts Python, 1070mm wingspan, foam, electric motor and ESC, servos
OFFERS \$150. ONO



Dewoitine 520, 1800mm wingspan, ASP 91FS, flaps, retracts, servos
\$250... ONO



Porterfield, 2000mm wingspan, OS 70FS, servos
\$175.... ONO



P 47, 1780mm wingspan, Thunder Tiger 130FS, flaps, retracts
\$250... ONO



P 40, 1650mm wingspan, no motor or servos
\$50 ... ONO



P47/S46/Servos & retracts \$50



*Acro Sport OS60 no servos unfinished \$100 **SOLD***



Hots 40 OS40FP Servos \$130



E.Flite Corsair used and new spare Fuz \$35.00



Supra-fly ST75 well used no servos \$50



*SIG King Kobra OS60 Servos \$130 **SOLD***



Cavalier 60 OS35, Servos \$75



Bearcat, electric, hand launch \$45.



*Mr Mulligan electric servos \$125 **SOLD***

Glow motors (all RC)

Super Tigre 50, not run	30	
OS 60 Gold Head, rear carb	50	
Super Tigre 2000	40	
Saito FA 100 no needle valve		SOLD 125
Super Tigre 45, rear exhaust	50	
OS 50, showing age	25	
OS 25 with 2 mufflers New never run		SOLD 40
OS 21	25	
Super Tigre 2000 new in box incl muffler		SOLD 100
OS 46 rear exhaust	75	

For any further information, and all fair offers will be considered.

*****Please phone*****

Gordon Meads 021 1252911

This excellent Vintage **FOR SALE** item just sent in by Stew Cox on behalf from the Kapiti MAC.



FOR SALE;

Buzzard Bombshell Vintage model (1940).

Only had a few flights. In very good condition. Built from the Hangar One short kit, powered by an OS 40 LA with very little time on it as it was bought for this model.

Price \$300 or prepared to sell airframe and engine separately at \$150 each If interested, please contact:

Barry Simmonds (Kapiti)

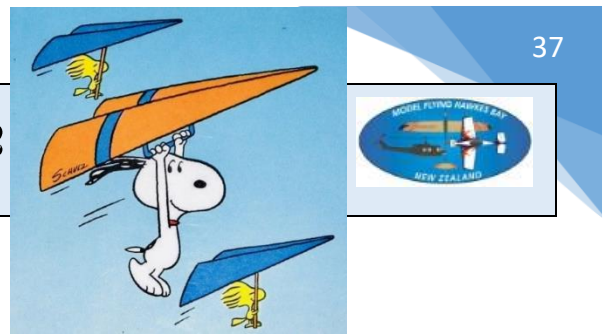
barry_simmonds@xtra.co.nz

0274409960



“I used to sell mud pies, but I can charge more if I call it real estate.”

SOARING REPORT F5J Sept' 22



This report just in from Ian Harvey Re;

North Island F5J Championships - Hawkes Bay – 26 – 28 August 2022

As the weekend drew closer, and as the weather forecasts were perused, it became increasingly clear that the weather systems approaching and moving up the country were not going to be particularly conducive to model flying.

Nevertheless, on Friday afternoon, several prospective participants arrived at the Black Bridge site to test the equipment and the venue and do a bit of man-on-man practice. Conditions were pleasant at first, with a moderate easterly wind, but soon the weather crept in from the north with rapidly developing rain. A scramble to get all the models packed into the vehicle still saw several getting quite damp. Some vehicles had problems negotiating the stop bank into the flying site, but nothing a length of tow rope to a 4wd could not handle.

On Saturday morning, all the registered contestants have arrived but were turned back from the Black Bridge site as it was very wet from the overnight rain and was in danger of being badly cut up from anticipated vehicle movements. The alternative site at the Hawkes Bay MAC field along the coast was then accessed, but the showers and high winds precluded any flying. So the models and rules for the new OS RES (Australian Rudder / Elevator/ Spoiler) class were discussed under the club's shelter and then all retired to the club rooms next to the Ravensdown fertiliser works. Here, a kit and plans for one of these models was laid out for all to further peruse and discuss. Joe Wurts then dished up a much anticipated (and appreciated) lunch before the day was deemed unsuitable for flying, and we dispersed before meeting back at the Station restaurant in Napier for a pleasant evening meal and be bemused by a disappointing rugby display by some NZ team playing a minor national side (Argentina seems to ring a bell).



On Sunday, again the venue was switched to the HBMAC flying site to save destroying some valuable pasture with the ingress and egress of numerous vehicles. Models were assembled under the club shelter and flying got under way just before 10am. Operational problems meant that no speakers were able to be used out on the field, so a caller was utilised who read off the working time from the light-board across the paddock. This seemed to work satisfactorily once a suitable site for the caller was worked out. Three rounds were flown in a coolish Southerly

wind, with lift coming and going across the paddock. Very little down-wind thermalling was employed because of the fear of not making it back to the landing spots in the fresh breeze. Further, low launches to gain less penalties often ended with shorter flight times because of the difficulty of reading the lift and riding it back down-wind. Thus, conservative launched to between 160 – 180m allowed leeway to find some rising air up wind, and eventually became the accepted best way to get anywhere near the 10min target time.



Lunch was again provided by Joe Wurts and a final fourth round got underway just after 1pm. During the second slot, a rain shower set in after about 4 minutes flying, with the 5 contestants wondering if the round should be called off. However, despite the drenching, the lift was great and all pilots came in to land just before the 10min bell to record very good scores. The rain soon passed and the last slot of the day was flown as another lighter shower came through. That was the end of the day, and packing up was done under the club shelter during further intermittent showers. The Glider Score app allowed all results to be down-loaded into Joe's computer and we soon had the final placings. These were read-out in reverse order, with Joe winning with a perfect 4000 points, with a surprised Ian Harvey (who thought he was just coming to make up the numbers) taking second and another South Islander, John Shaw (who incidentally, never won a round, but flew very consistently) coming in third. All then thanked Joe and Kevin Botherway for organising and the running the event under trying circumstances.

It was also very satisfying for all who had travelled some distant to the event to be able to fly sufficient number of rounds to get a contest result, despite the weather. Results can be viewed at the web site (if interested) gliderscore.com and follow the menus to the Hawkes Bay F5J contest on August 27 – 28th.



Above; Competitors assemble models in the Hawkes Bay club shelter. Note the roll down sides for wind protection.

Below; Four competitors simultaneously launch from the west end of the flight line (two more were launching to the east)



Left; Bruce Clark's Maxa—still a popular choice at this event



Below; Len Drabble gives a post-flight analysis to a pensive Peter Williams

NI F5J Results (4 rounds):

1	Joe Wurts	4000.0
2	Ian Harvey	3839.5
3	John Shaw	3442.0
4	Peter Glassey	3281.1
5	Kevin Botherway	3273.0
6	David Ackery	3040.6
7	Len Drabble	2976.5
8	Peter Williams	2959.2
9	Gavin Rhodes	2907.2
10	Anton Nikoloff	2886.4
11	Rob Morgan	2870.0
12	Bruce Clark	2525.0
13	Rob Johnston	2156.6
14	Stewart Cox	2074.0
15	Myles Moloney	2073.4
16	Aneil Patel	1944.5
17	Warren Whitcher	1108.1





COMING EVENTS August 2022

MODEL FLYING HAWKE'S BAY WOULD LIKE TO INVITE ALL PILOTS TO ATTEND A CELEBRATION OF OUR...

75TH ANNIVERSARY OF THE HASTINGS MAC / HBRF / MFHB



16TH OCTOBER 2022

JUST A GENERAL GET TOGETHER AND FUN FLY TO CELEBRATE THE MILESTONE.
TO BE HELD AT OUR AWATOTO FIELD. BBQ LUNCH PROVIDED.
ALL CURRENT, PAST AND AFFILIATED MEMBERS WELCOME



MODEL FLYING HAWKES BAY PRESENTS



2023

OVER AWATOTO

4th & 5th February 2023 10am to 4pm

Registrations from 8:30am Sat 4th Feb at the Rally.

\$20 landing fee for the weekend.

Food, ice cream and coffee cart on site.

A CLOSING SMILE. Aug'22



Johnny the monk arrives at the monastery. He is assigned to helping the other monks in copying the old canons and laws of the church by hand.

He notices, however, that all of the monks are copying from copies, not from the original manuscript. So, the new monk goes to the head abbot to question this, pointing out that if someone made even a small error in the first copy, it would never be picked up! In fact, that error would be continued in all of the subsequent copies.

The head monk, says, "We have been copying from the copies for centuries, but you make a good point, my son."

He goes down into the dark caves underneath the monastery where the original manuscripts are held as archives in a locked vault that hasn't been opened for hundreds of years. Hours go by and nobody sees the old abbot.

So, monk Johnny gets worried and goes down to look for him. He sees him banging his head against the wall and wailing.....

"We missed the R!
We missed the R!
We missed the R!
We missed the R!
We missed the R!"

His forehead is all bloody and bruised and he is crying uncontrollably. The monk Johnny asks the old abbot, "What's wrong, father?" With A choking voice, the old abbot replies,

"The word was.. CELEBRATE"



That's it from this Editor's desk for another month. My grateful thanks to those who answered the call for copy, my cup has runneth over.

However, don't stand on your laurels Guys, keep it coming please, our work is never done !

See you next month or at the field.

Barrie the editor mfhb. aug 2022.

