

Model Flying Hawkes Bay



Club Newsletter #141 Sept' 2022

OCT	MFHB Activity Calendar October 2022	
Sat 1		NDC
Sun 2	Club Sunday	NDC
Tues 4	Shed Morning	
Thur 6	Vintage Awatoto	
Sat 8		NDC
Sun 9	CLUB SUNDAY **CLUB BARBECUE**	NDC
Tues 11	Shed morning	
Thur 13	Vintage Awatoto	
Sat 15	Nap Boys High School Model & Hobbies expo Sat 15 th / Sun 16 th .	NDC
Sun 16	75th ANNIVERSARY RALLY DAY	
Tues 18	Shed Morning	
Thur 20	Vintage Awatoto	
Sat 22		NDC
Sun 23	Club SUNDAY	NDC
Tues 25	Shed Morning	
Thur 27	Vintage Awatoto	
Sat 29		NDC
Sun 30	CLUB SUNDAY	NDC

NDC OCTOBER 2022 VINTAGE & SOARING

Oct/22	151	VINT	RC Vintage Open Texaco
Oct/22	152	VINT	RC Classical 1/2E Texaco
Oct/22	153	VINT	RC Classical E Texaco
Oct/22	432	SOAR	ALES 123 Class N
Oct/22	433	SOAR	ALES Radian Class P
Oct/22	434	SOAR	F3K Tasks B,D,G,H
Oct/22	435	SOAR	FAI F5J, 4 Rounds

My other "Birds" (of Paradise) "Stralitzia"

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From the Editor's Desk;

Greetings from here,

A quiet month activity-wise, but we seem to have filled a few pages with help from within and abroad. Congratulations to Hamish and Andrew and the rest of the New Zealand Trans Tasman Aerobatic team who stole the show at the Australian Masters Pattern Aerobatics in Casino NSW recently. Please have a read of the note in the Classic Pattern report re possible upcoming aerobatic coaching and competition. Phil continues to wow us, now with the building of a new steed for the Gnome rotary, a Camel, we follow with interest. Marty's workshop wonders continue with a visit to John S's emporium full of an enemy's best. And we carry on with the usual reports and articles thanks to Clive and Brett and contributions from a few.

I look forward to hearing from you all with the three C's, Comments, Copy and Criticisms to make my life easier and your reading more interesting.

See you on line or at the field, **Barrie the editor mfhb.** Sept '22



Notes from Committee meeting. Sept'22 Awatoto Clubrooms.



From Secretary Ross Brinsley, with Marty Hughes, John Sutherland, Derek Whelan, Mike Shears and Rob Lockyer attending.

Usual meeting format with reports from Treasurer, Club Captain and Field officer Lance, who reported on the state of the grass growth at the field. General discussion was to defer any decision on grassing if necessary till October.

General discussion. 75th Anniversary, Club is to provide a free barbecue for the event.

Christmas Party; To be held on 4th December (Sunday) at the Filter Room from 4.00pm social 6pm dining.

Loaned Plane; The Stiver family have loaned a Smiths Biplane to be hung from the ceiling at the club shed. The plane is to remain in the ownership of the Stiver Family.

Next Meeting Date / time, 7:00pm Tuesday 11th October 2022.

President closed meeting at 7:50pm !!!!

Prez Sez. Sept 2022



Here we are into October . Hopefully the endless weekends of rain are behind us and the field starts to recover. Last month was all but a write off. I must

have booked in with Mike Shears at least 3 times to get tested for my advanced wings badge but the weather gods just didn't want to play ball. While I'm on the subject of Wings Badge, If you haven't got one, we are wanting to get you through. Lots of people in the club to help, coach and take you through the process. Its important that we have as many as possible through this process. If you have any questions on what's involved , have a quiet chat to Mike Shears. He will happily help Not long to go to our 75th Anniversary celebrations. We will be having some out of town guests joining us and bringing some beautiful models let's all support the day and make it an Anniversary worth remembering. Although the official day will be Sunday the 16th of October, We will be flying on Saturday as well so come on down and brush up on your skills.

Due to staff shortages and Holidays I will be covering weekends at work for the months of October and November so accept for the Anniversary weekend, I won't be showing my face at the field. However I will be looking forward to some mid-week flying with the more mature members amongst us.

The first weekend of the month brought some questionable cross winds and cold and wet conditions. Not great flying conditions but it was great to see Rowdy, Joe and about 20 other Glider pilots from around the North Island make good use of the field for their competition. Clearly these lads are a bit harder than the IC boys. Its Didn't stop the Heli boys as it seems Rob is keen to fly in any condition.

Roll on to Sunday 19th of September, We had our delayed theme day and BBQ. Big thanks to Barry K and Dave for their culinary expertise on the BBQ and feeding the troops. Those that attended had a great time and the Cubs were out in full force. Great to see some new faces visiting our club to see what it's all about. Rod had his new Carbon Cub out that had may flights , one of which being at the hands of John Clark, and John showing us that he's still the master on the sticks.

The Iidl Glider craze continues . JC had his powered version as well as an Aero Tow version that we towed up behind my little foamy T28 Trojan . So much fun.

You will notice that as each week goes by we see less of the brown and more of the green. Nature is really having its way of keeping it irrigated that's for sure.

That's my lot for another month. Happy flying . A quote I picked up from another club ..

"Fly Hard... Land soft!!"

Marty President. MFHB

Club Captain Reports. Sept '22



Hello people.

October is here, Daylight savings has kicked in, all we need now is the weather to do its bit and we will be very happy campers. September has been a mixed bag. One perfect weekend and then a polar opposite with the field being flooded once again. Fortunately we escaped any real damage this time.

Unfortunately this month I need to report that we have had a few safety issues at the field. No one was hurt but models have been damaged in each case. It is my opinion that all these issues were avoidable with people paying a bit more attention to what they are doing. Not just at the field, but at home during set up. An accident is seldom a case of just one thing going wrong but a combination of small events and it always amazes me how often that happens.

When ever you do work on a model you should always go through the set up with a fine tooth comb. Simple things like rebinding a receiver can be a major issue if you do not check the setup afterwards. Are thing working in the correct direction, is the fail safe still set correctly, are all the servo horn screws in and tight. Have you put silicon keepers on each clevis just to mention a few.

At the field the first thing you should switch on when you get out of your car is your head. In other words, although the field is a relaxing place for a lot of us we must pay attention to what we are doing all the time. We play with dangerous equipment that has the capability to not only hurt ourselves but others.

I want to point out here that due to the nature of our hobby, mistakes will always mean that there is a certain amount of danger that we all accept just turning up at the flying field. Just as people attending motor racing event accept a certain level of danger. This is why we have rules and operating procedures that we should all be following. With the weather looming up and people getting their models out for the summer now is the time to re-read the rules. Get familiar with them again and abide by them. If you see someone doing things contrary to the rules have a word to them or have a quiet word to one of the executive members. Members if you are the one being spoken to do not take it personally, Treat it as a reminder, correct what you're doing and just enjoy your flying in a safe and friendly environment. We all get engrossed with what we are doing at times and things slip our mind.

If you have not received it by now you soon will. An email is to be sent out with our current rules attached for your convenience. This way there is no reason not to read them.

October weekend 15th 16th we should be holding our 75th anniversary. Try and make it to the Sunday fly in. Bring out all those old nostalgic models from yester year if you have one. It will be great to see how many club members we can get along.

Hope to see you all there.

Derek Whelan , Club Captain.

From the WEBMASTER. Sept'22



Hi everyone,

Only a bit of update work going on with the website at present, mainly due to the inclement weather and notices to the membership advising on the field condition (or lack of it.)

A few updates in the calendar as well, again, mainly due to weather issues!

Just the normal Newsletter upload and a few club notices like:

- Poster done for the 75th Anniversary (rescheduled for the 16th October – weather permitting??)
- Poster done for Warbirds 2023 to be held on 4th and 5th February 2023

Both posters have now been included in the latest **Model Flying World – September 2022** edition.

You can get this issue – [HERE](#)

The homepage slideshow images do get changed every now and again and the comments on it have been favourable. If you have any images you consider can be added, just send them to me. (Ideally the images should be around 800x600 pixels or just a bit more and the file size around 200kb per image.)

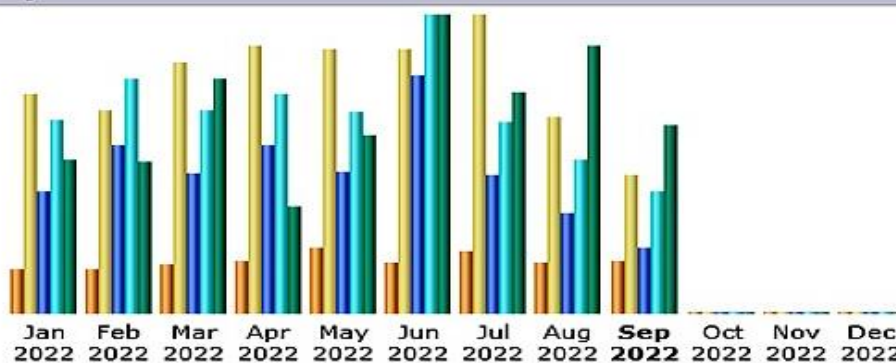
Only major change to the website came from an idea by Clive Baker and relates to Prez Marty's Members Workshops. Basically, with Marty's approval Clive and Brett have pooled their photos and created a new webpage with content related to the current Member whose Workshop our roving Prez/Reporter Marty has recently visited. First up was, of course Barrie Russell. On the page is a short blurb about him and the slideshow of only some of his nearly Fifty Models (so he says) shown in flight. Like the Homepage slideshow, each new entry in the Members Workshop will have a separate blurb/slideshow added to the page with their respective planes show in their natural element – in the air. Hopefully, the images shown on Barrie's slideshow will be of interest.

Anyway, to have a look at the page.... go the MFHB home page – either hover over the **ABOUT** link in the **top Menu** and right at the bottom of the drop-down list is a new page: **Members and their Models.**

Or go straight to it using this link: <https://mfhb.org.nz/members-and-their-models/>









Now for some stats of interest regarding the website activity;

Monthly history



Month	Unique visitors	Number of visits	Pages	Hits	Bandwidth
Jan 2022	2,397	11,817	42,673	67,577	5.97 GB
Feb 2022	2,341	10,907	58,976	82,408	5.89 GB
Mar 2022	2,628	13,522	49,288	71,192	9.11 GB
Apr 2022	2,825	14,443	58,666	76,829	4.16 GB
May 2022	3,532	14,287	49,944	70,581	6.92 GB
Jun 2022	2,717	14,205	83,357	104,540	11.58 GB
Jul 2022	3,346	16,078	48,700	67,312	8.61 GB
Aug 2022	2,746	10,612	34,892	53,955	10.40 GB
Sep 2022	2,822	7,419	23,025	42,781	7.31 GB
Oct 2022	0	0	0	0	0
Nov 2022	0	0	0	0	0
Dec 2022	0	0	0	0	0
Total	25,354	113,290	449,521	637,175	69.94 GB

Locales (Top 25) - Full list					
Locales		Pages	Hits	Bandwidth	
United States	us	8,114	9,024	672.73 MB	
New Zealand	nz	4,859	21,378	4.47 GB	
Russian Federation	ru	2,136	2,152	16.04 MB	
Belgium	be	1,594	1,650	4.02 MB	
Great Britain	gb	734	1,058	219.82 MB	
Netherlands	nl	619	619	1.04 MB	
India	in	525	988	127.45 MB	
China	cn	501	784	24.11 MB	
Germany	de	453	763	6.42 MB	
Vietnam	vn	305	305	2.25 MB	
Canada	ca	279	334	22.24 MB	
France	fr	235	238	11.11 MB	
Brazil	br	207	207	160.73 KB	
Ukraine	ua	163	163	1.95 MB	
Japan	jp	156	183	2.24 MB	
Italy	it	152	152	255.75 KB	
Turkey	tr	149	175	2.12 MB	
Australia	au	107	295	53.53 MB	
Sweden	se	104	109	1.19 MB	
Poland	pl	102	102	266.37 KB	
Indonesia	id	85	85	208.50 KB	
Spain	es	81	224	434.61 MB	
Thailand	th	79	79	91.20 KB	
Hong Kong	hk	65	138	4.75 MB	
Romania	ro	64	64	139.62 KB	
Others		1157	1512	1.26 GB	

Downloads (Top 10) - Full list				
	Hits	206 Hits	Bandwidth	Average size
 /wp-content/uploads/2022/09/Issue_140.pdf	276	517	2.70 GB	3.48 MB
 /wp-content/uploads/2022/08/Issue_139.pdf	40	84	398.80 MB	3.22 MB
 /wp-content/uploads/2022/08/Phil_Sharp's_Rotary_run-No1.mp4	24	77	1.13 GB	11.50 MB
 /wp-content/uploads/2022/06/Issue_137.pdf	19	59	293.15 MB	3.76 MB
 /wp-content/uploads/2022/07/Issue_138.pdf	16	12	70.45 MB	2.52 MB
 /wp-content/uploads/2022/05/Issue_136.pdf	7	61	98.19 MB	1.44 MB
 /wp-content/uploads/2021/10/Basic_Pattern.pdf	6	0	602.60 KB	100.43 KB
 /wp-content/uploads/2021/12/Issue_132.pdf	6	47	84.88 MB	1.60 MB
 /wp-content/uploads/2022/03/Issue_135.pdf	5	53	64.47 MB	1.11 MB
 /mfhb/wp-content/uploads/2021/09/New-Member-Application-for-2020...	4	0	620.39 KB	155.10 KB

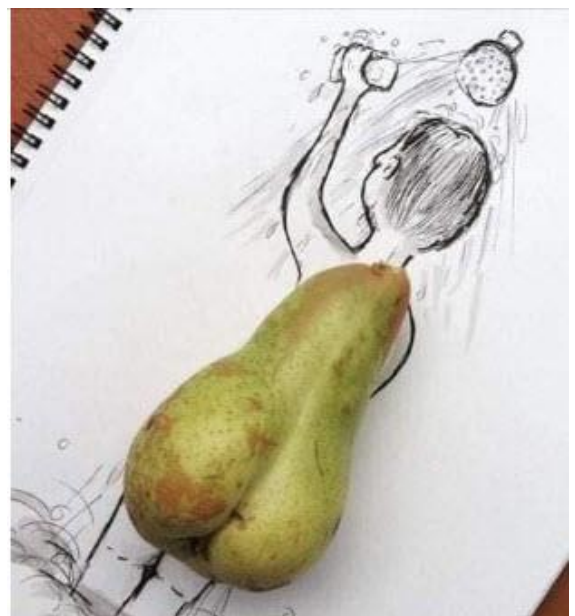
Yet again, if you have any thoughts or suggestions on any additions, events, updates, changes you feel need to be made or added to the website, then just let me or a member of the committee know.

It is after all **Your** Club's Website!

Cheers,

Brett. Webmaster MFHB. Sept'22

A nice pair Pear ? Ed.



CLUB ACTIVITY Sept' 2022



Pictured here is **Andrew Stiver**, son of the late great **Harvey Stiver** handing over **Harvey's** special Smiths Mini Biplane to **President Marty Hughes** on behalf of the **Stiver Family**, for the club to have on a semi-permanent long term loan.

This model Biplane will forever hang in the Club Shed to serve as a memory of our late friend and Life Member Harvey Stiver .

As well as being in the pre-loved car business, President Marty is turning his entrepreneurial talents to the T-Shirt business. The memory card in his phone is full, needless to say of pictures of his aeroplanes so he needs somewhere else to store all his good New Year resolutions and witticisms, and what better place than across his expansive and well formed chest. Watch this this space, there's lots more to come, resolutions that is!



Congratulations to the New Zealand Pattern Aerobatics team who competed in the Australian Masters and Trans Tasman pattern meet this last weekend at Casino NSW. **Andrew Stiver** came first in the Expert Pattern Class and the New Zealand team including **Hamish Galloway, Frazer Briggs and Andrew Palmer** brought home the Trans Tasman trophy.



“Santa” “Stinky” Andrew Stiver on the podium, First in Expert Pattern.

Team NZ 2022 Casino Australia !!!!! 🇳🇿🏆



Sunday 18th Sept, Cub Theme / Barbecue Day.

Good turnout, I counted over thirty cars in the carpark/pits and as usual, Dave and Barry blessed us with good food and hot drinks from the barbecue trailer, Thanks again Guys. I was busy with my own aircraft and Clive and Brett recorded the day's action for us to enjoy.

The conditions were picture perfect with very light winds up and down the strip once the sea breeze kicked in. A good showing of Cubs on the flightline, Marty's J3, Rod's Carbon Cub, My Carbon Cup, Stu's Grasshopper, Mike with the Club Cub and John Williams' J3.



Top Left Clkwise; Phil's Camel / Rod's Carbon Cub/ Marty's J3 / Stu's grasshopper / Club Cub / Jose's Fokker Friendship Cub .

Phil Sharp had his gnome Rotary engine along for some running, now fitted with a new fuel pump and a new larger pitched wide blade propeller, a real thing of beauty. The motor is sounding magnificent.



(14) [MODEL FLYING HAWKES BAY. | Facebook](#) Have a look at it running captured by Lance.



Dave and Barry at work in the dispensary ready to look after our inner souls.

Tuesday “Shed” mornings continue to be well supported being the local coffee club with things to be sorted and talked about and the world put to right. Advice offered and help given where needed. Rod’s cream buns adding to our pleasure, all fifteen of us this morning.



And that’s about it activity wise, not much of it what with flooding and rain and more rain there’s not much happening out there. Let’s hope for an early summer.

Meanwhile out in a workshop in Hastings, young Brett is filling in the time nicely beavering away on his intricate and marvellously scale finished plastic models. *A Gladiator 1/32 scale, a P-61 Black Widow 1/48 scale and what he’s working on at present... a Sukoi Su-33 1/48 scale*



AROUND the BUILDING BOARDS Sept '22



From Alan Rowson, our associate member from Hamilton who continues his love affair with World War 1 biplanes, he writes,



Hi Barrie, Here is a photo of the Albatross I'm currently building before I put the 20ccDLE into this aircraft.

It has a wingspan of 1800mm. I had to cut the bottom at the motor end to make a cowl and be removable as the motor sticks out a little bit. It worked out ok and was able to make it removable.

The controls on rudder and elevator are pull pull system.

The ignition box has to be fitted inside the fuselage near the fuel tank..

This model is a Dancing Wings Hobby kit and is a beautifully built kit. The only bug is the spinner as it is made out of very thin plastic so I am getting one of our members to make a fiberglass one..

Looking forward to getting it finished for a test fly. Cheers, Alan.

Specifications; Model: SCG31 Albatross Dr.III, Brand: Dancing Wings Hobby.

Wingspan: 1800mm. Length: 1430mm Wing loading: 20oz/ft (64g/sq.dm)

Flying weight: about 11 pound (5kg)

Recommend Parts (Not included):

2x Stroke 20cc gasoline(DLE-20CCRA), 4X Stroke 30cc gasoline, 2x Stroke 90class methanol

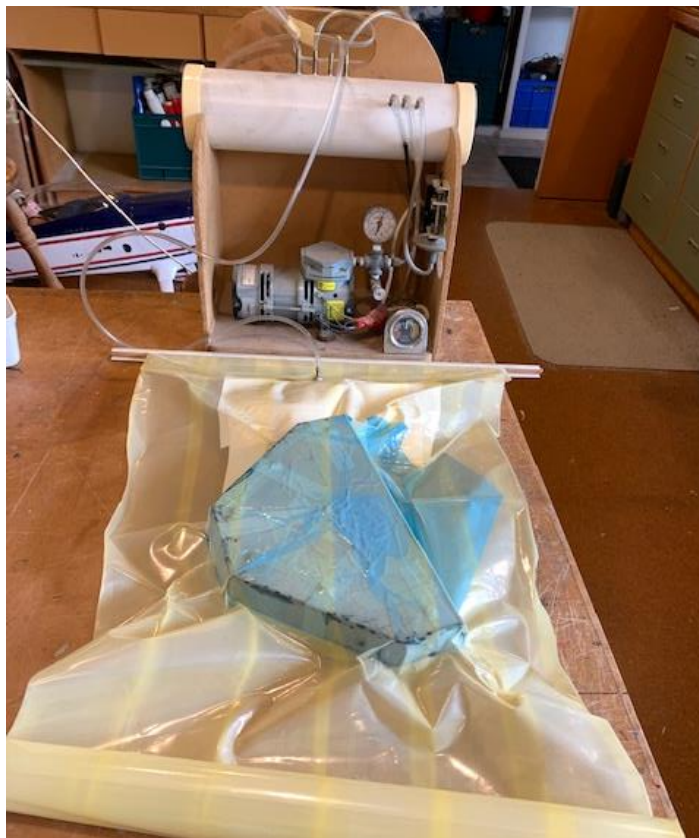


Blair Jepson has succumbed to the on-line advertisers again and purchased this interesting powered glider, a Volante Phoenix V2 758-2 Fixed wing 2 metre powered glider with flaps. The fuselage is moulded plastic and the wings etc foam. Purchased from Hobby Station. Powered by a three cell lipo from 1100 to 2200mah. !! If you haven't told your wife **Blair**, you might have to hide this page ? !!



As there is no other building incoming, thought I'd fill in and share my latest my latest workshop efforts !

Having helped **Mike S** with his Classic Pattern model, an "**MK Beetle**" build that **Derek** brought back from the South Island in December last year in a partially built state, I was taken with the model and having had a plan printed off just couldn't help myself and had to start a new build. The fuselage I blocked up in blue foam mounted on an ali-tube, shaped and then glassed with epoxy. A layer of 6oz cloth, a side layer of a carbon /glass uni-cloth and a couple of layers of a very fine 2.5 oz cloth. I then dug out and melted out the foam and fitted the necessary formers and internals.



Above; The blocked up model, and then roughed out (carved and sanded), finish sanded and then glassed.

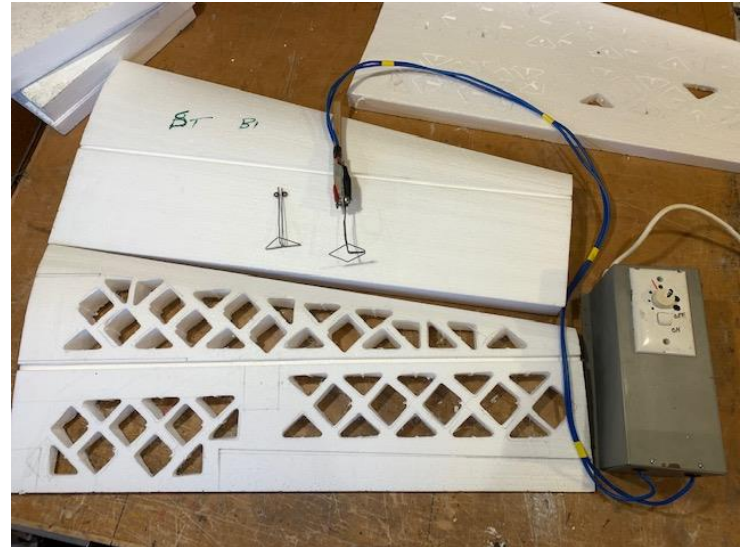
I wanted it to be a tail dragger following the KISS principle and laid up some carbon-uni cloth over an MDF mold and vacuum bagged overnight for the U/C blank. I wrap the MDF mold block in a thin plastic film and paint on a pva release agent for a very simple easily made mold.

Then cut out the wing seat and the front canopy access and trial fitted all the internal formers, firewall etc, pinning them in place with a trial motor mount for an OS 61FX. Once happy with the fitting and positioning and access I then epoxied everything in place with a thickened epoxy glue/bog.



Decided not to make a removable cowling, again keeping it simple, the motor cut out is big enough to get easy access for the motor mount and the motor and the back of the firewall and the fuel tank are accessible through the removable front cockpit canopy.

Next the wings and tail feathers, these are needed before I can complete the fuselage fairings and finish. I cut the foam cores on my trusty proportional bench foam cutter from white polystyrene (donated from behind the club shed!). Then honeycombed the cores using my plunge cutting tools made from **Rob Lockyer's** heavy gauge ni-chrome wire and **Barry Lennox's** grunty transformer and removed over five ounces of foam from the cores which when taking into account the less glue needed for attaching the skins becomes a significant weight saving.



The internal ply and balsa servo, horn and fixing plates were added, holes drilled for the servo wire access, In the spar grooves top and bottom I laid three strips (varying lengths) of epoxied carbon-uni with a balsa cap. This forms a very strong and light I-beam spar together with a ply joiner epoxied in when joining the halves. The slightly proud balsa cap is then planed and sanded down flush with the foam surface.



I use Gorilla Aliphatic PVA glue to attach the skins (made from 1.5mm balsa @ 15 grams per 100x 910 sheet). Put them in the foam cutters, pile on the weight and leave overnight. When they come out the next morning, although glued fast, the balsa is quite damp, and as they dry over the next few hours they shed a considerable amount of weight.

Leading and trailing edges glued on it's time for shaping and sanding and then cutting out the control surfaces and fitting and finishing. The wing halves will be joined with a ply joiner, epoxy banded in and a light glass bandage across the centre join. BR.



Phil's Rotary Magic. Pt 14 Sept'22



Once again we follow Phil's adventure which is now focussing on his build of the steed for his Gnome rotary engine. A Mick Reeves laser cut WW1 Camel, **Phil writes;**

Hi Barrie, Good to see the field open again, shame the weather is still rubbish!!
Not a lot to report on the engine apart from the new prop and fuel pump working really well.

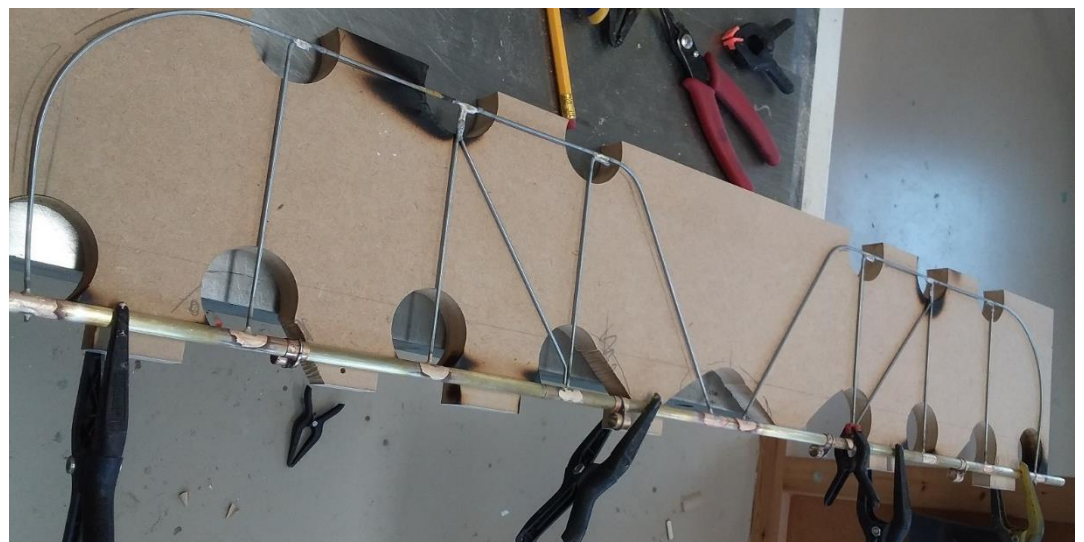


Running at the field the other day was very pleasing, 2500 rpm max, and a good idle at 900 or so. Still a little variation in cylinder temp. but it gets better every run.

A good amount of progress on the Camel this month, with the tail feathers and the wing centre section and struts almost finished.

The tail/rudder are made from brass tube and piano wire silver soldered together, a bit different but reasonably quick to make.

The horizontal stab is conventional plywood/balsa/spruce, but the elevator is brass tube and wire. It was quite difficult to keep flat during silver soldering, but has come out OK. The covering material arrived the other day, so I will have a go next month. Nice to get a few bits finished and put them to one side.

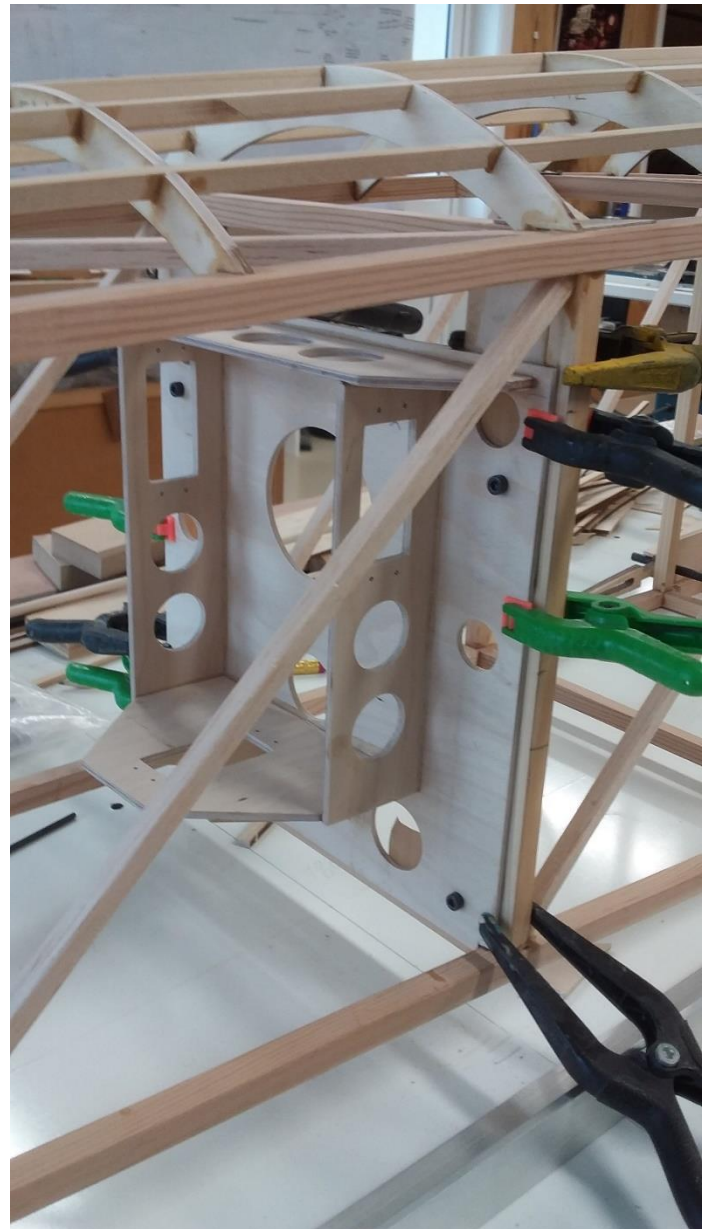
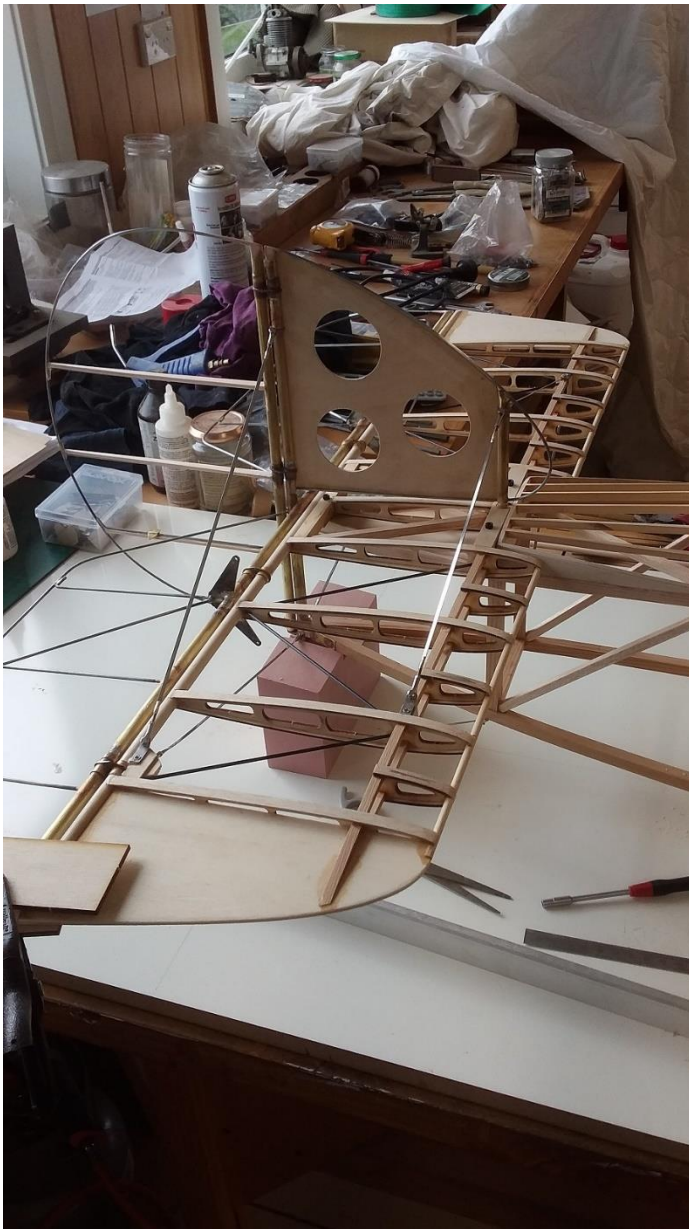




I also spent a couple of days making the rigging wires for the tail and wing section. The kit uses 3mm wide rolled flat wire which is silver soldered to M2 left and right hand threaded rod. Quite fiddly, but once I had made a simple jig it went a little better.



Wing Centre section and Struts





Whilst a lot of this was going on we had a massive hail storm, good to be inside !

I then went back onto the fuse and made the rudder/elevator servo mount and the framing for the side covers which are 1/32 ply.

That's it for now, see you next month,

Regards, **Phil.**



A Day in the Life of living in a Drain



Friday 23rd September 2022, after heavy rain up country, our webcam revealed the following drama..

As we all know, at MFHB's Awatoto Field we live between the stop banks which contain the Ngaruroro and Tutaekuri Rivers. Living in the flood zone is the price we pay to fly off one of the most convenient model flying sites in the country, when it is dry !

These wet interludes, beyond our control are sent to try us ! This time we appeared to have dodged the bullet with the water not staying long enough to incur a silt drop. The scourge of flooding anywhere.



Above; 9.00am, A little more water, but that should be gone soon, shouldn't it ?

Right; 10.00 am Oh Shit !! here we go again, and the bad news on looking up the Napier tide Tables, High Tide is at 3.00pm



This is not flooding coming down the river through the field, this is back-up water coming up the drain from the high river level at the mouth and in the rivers' estuary.



And Lance went out to mow and prepare the strip for a weekend's flying..... This greeted him



Now where and when have we seen that before ? Seaplanes or submarines anyone ?

BUT !! Relief is in sight, one would guess that the river mouth was blocked with the easterly swells and now after the high tide the back-up water has been released and is on the way out.

24 hours later, 8.00am Saturday morning and all is serene and back to normal and we've dodged the silt drop, albeit a bit wet still.

Just a bit more drying out needed, the grass is growing, we're on a roll.

Yeah, Roll on Summer.



Saturday 24th am. What water ? Welcome to Awatoto Field in the sunny Hawkes Bay !

Marty's "Members' Workshops" #2 Sept'21



The continuing series of Marty highlighting and interviewing members in their workshops, Marty writes.....

This month we got up close and personal with **John Sutherland** in his workshop. Upon entering his workshop, I was confronted with this stunning piece of kit.



Marty : Wow John that's is impressive what is it? **John** : It's my Focke Wulf FW 190 D13

Marty: Your attention to detail is amazing. Is it a Kit? **John** : Haha, No Marty, Its completely scratch build from original factory drawings. I've had to search the world for some of the parts and these scale retracts will really do the model justice.

Marty: From scratch?? Wow that's very impressive. So I have to ask How long had it taken to get it to this stage?

John : Well I started the project back in 2012 and when I've had enough I shelve it until I'm ready to start work on it again. I can't imagine the hours that have gone into it.

Marty: Give us a few specks on the model John.

John : Well firstly I'm running a DA 100 twin up the front that will give it more than enough power and still keep it as scale as I can. The wing span is 2660mm from tip to tip so it's going to command a real presence in the air. Estimated dry weight when completed I'm hoping will come in at around 18kg. If I achieve that weight it's going to go like a rocket.

Marty : Can't wait to see it in the air. Any predictions as to when she might get airborne?



John: A lot of work still to go but hoping to have it ready for Warbirds over Awatoto in Feb 2023. If not airborne then at least a static display.

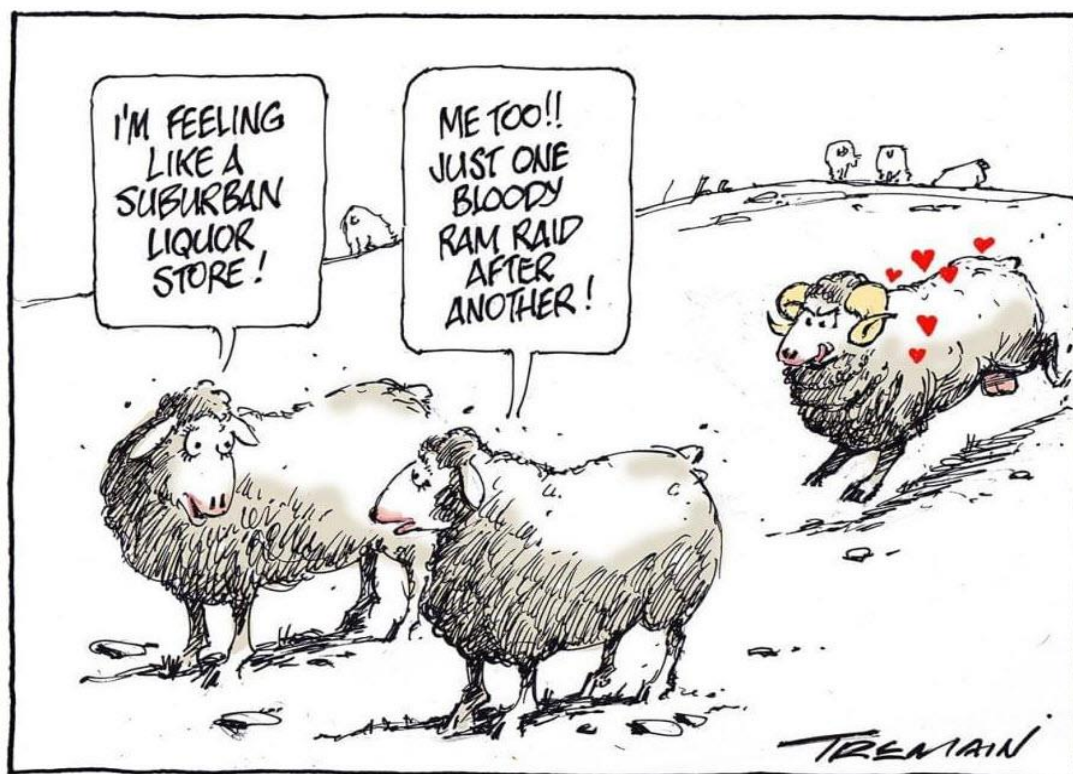


Pattern IMAC ship gets good regular workout.





Marty: Thanks for letting us in John . The FW190 sure is a credit to you. All the best with the rest of the build and I'm sure we are all looking forward to seeing it Airborne. You're earlier FW190 seen above has great presence too.



CLIVE'S CORNER. #3 Sept '22.



I have always been surprised by the rate at which the aeroplane developed. The date of the first flight is recognised as having taken place in December 1903. But that is not really the date at which development started. After making sure that their flight was recognised the brothers stopped any contact with the press and worked in seclusion for the next 5 years. When they emerged the aviation world treated them with derision. Their claims were too good to be true.

During these early years they had lodged a number of patents including one for lateral stability by changing the angle of attack of the wings by warping them. They expected to license all planes that used this feature and reap the fees. Another pioneer Glen Curtis had developed a hinged plate, the aileron, attached to the wings to achieve lateral stability. Was this covered by the Wright Brothers patent? Did Curtis have to pay for every aileron he installed? Litigation followed and followed. Orville admitted later that he would have contributed more to aviation if had put more energy into the planes than the courts.

The irony of it all was that Orville Wright and Glen Curtis finally went into partnership in what became the Curtis Wright, manufacturers of aircraft engines. Glen Curtis in his early days was financially backed by Alexander Bell, the inventor of the telephone. Now you know why all big aeroplanes are equipped with telephones.

The Douglas Dakota DC3.

So little happened for more than 8 years after 1903. These years were lost which makes it even more surprising as advanced as the Douglas DC-1 could be built by 1933. After all it contained all the design elements required in a transport aircraft. Every transport plane built after the Douglas DC-1 were essentially the same aeroplane, just changes in detail. Not until the jet engine was invented, cabins were pressurised and the computer installed that there was another great leap forward.

How big a leap forward were the DC2 and DC3. (The DC1 never went into production. Only the prototype flew.) They were faster than the American front line fighter the Boeing P 38 pea shooter. During its testing the prototype DC2 set the record for a flight across America. And a DC2 in service with KLM, carrying fare paying passengers, finished third in the London to Sydney air race in 1934, only beaten by two de Havilland two seat aircraft specifically designed for the race.

Specification	First flown	17 Dec 1935
Crew	2	
Passengers	Max 32	
Wing span	29.0 m	(95ft 2in)
Gross weight	11,431 kg	(25,200 lb)
Power Plant	2 x Pratt & Whitney Twin Wasp radial Engines (1.200 hp)	
Cruise speed	333 <u>kmph</u>	(207 mph)
Range	2,540 km (1,580 miles)	
Service ceiling	7,100m	(23,200ft)
Armament	Nil	

The difference between the DC2 and the DC3 was that DC3 was that the DC-3 was a bit bigger. The DC-3 designed to fly the New York to Los Angeles route carrying passengers in sleeper compartments. Three refuelling stops were required going westward and five into the head wind on the way back. The advertising claimed that passengers would travel in comfort and safety. The safety was all relative and I have my doubts flying through the turbulence experienced at low altitudes across the hot American plains and through the Rockies for 15 hours.

The next years were good for Douglas. In the period 1936 to 1942 1,950 DC3s were built. Then America entered the war and things got even better. DC3s became troop carriers, glider tugs, parachute transport and air ambulances. NZ took delivery of 15 DC 3s to support our operations in the South Pacific.

George Culliford, a Napier old boy, joined the RAF in 1942, flying Dakotas. He was in Brindisi down on the heel of Italy when he was directed to fly to Poland to pick up 5 Polish VIPs and some parts of the V2 rockets that they had found. They landed in the designated field and loaded the VIPs and V2 parts but on trying to take off again found that they were stuck in the mud. Strenuous efforts were made to free the aircraft hoping the Germans would not hear the engine noise and come to investigate. It was only in the dawn light that they managed to take off and fly across enemy territory back to Italy. By the end of the war over 12,000 DC3s had been built. Most of these went back into civilian operations and a significant number are still flying. **Clive B.**

The Model, scratch built by John Clarke in 2017, MFHB.



John scratch built this model which was test flown by John Sutherland in 2017 for it's Large Model Certification. It is built from a Zirolli plan and John gained some significant sponsorship for the build from both local and overseas modellers. To date, the plane has had some 35 flights and is now due for it's 5-year recertification.

Specifications; **Wingspan;** 144 inches (3.658 meters)

AUW; 40.5 pounds (18.4 kg)

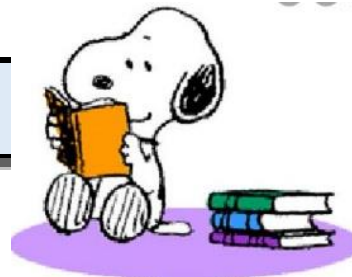
Power; 2x DLE 35RA's with 18x10 propellers.

Construction; Balsa and ply etc all built up. SIG Coverall and 2K Auto paint.
Robart Electric retracts and electronic motor synchronising gear.

Electronics/batteries etc; All installed and serviced by Rob Lockyer

Pilots; Chief / John Sutherland, Co-Pilot / Jayden Molloy.

Info & Things September 2022



This in from **Graeme Rose**, a bit different from his glider tow interest. A couple of very interesting videos on the SR71 Blackbird. When you have a little time to spare, well worth a watch and listen to what these fellows have to tell. **Ed.**

This may be of interest for your next newsletter. SR71 walk around. **Graeme.**

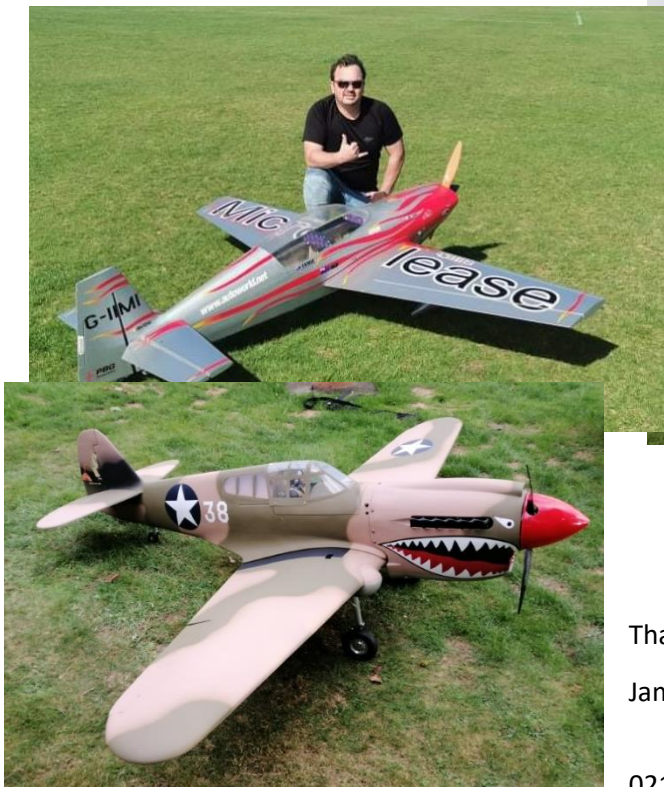


<https://youtu.be/tSXckp6OP28>

This is on the engines of the SR71 <https://youtu.be/MJrXUh0eZjw>

Always gratifying to get feedback, much of which comes from outside the membership. Ho hum ! This from **Jamie la Frentz** a member of the Kapiti Club who wrote and then sent me pictures in response to my questions. Welcome aboard **Jamie**, good to hear from you, I hope we'll see you at Warbirds 2023. **Ed.**

Hi Barrie, I'm a member of the Kapiti club and would love to be included in your email list for the club newsletters if possible. I live in Upper Hutt. I've been flying RC for 15 years and have been a member of WMAC but have moved to KMAC as they have more of what I'm interested in which is fix wing with gas or nitro engines. I have a few models in the garage as you do and fly frequently with a good friend **Ryan Groves** who actually forwarded me the newsletter and I think it is a great read and am very interested to see what's happening in other clubs around NZ.



Thanks
Jamie

0212937709



And of course, where would we be without our monthly Physicianical Whimsical ?

Dr Mike writes....**Great reading, as usual! one thought..... "he who is resting on his laurels, is wearing them in the wrong place....." Mike A**

For your edification, **Physicianicals** are medical specialists who provide non-surgical advice and treatment to patients referred to them by other ~~doctors~~- modellers. **"Doctor doctor, I suffer with great anxiety every time I launch my Little Glider"** Will be interesting to hear his diagnosis and treatment. Watch this space. **Ed.**

Over the past say eight years, we must have brought in close to a hundred of these brushless motors 3542 1000Kv.

We used them in both the Clubba projects (Brown paper wings and the foam board) and in numerous vintage and other foam board models. Originally we got them from HK as Turnigy motors and once that became difficult found these on AliExpress which are identical just sold under a different brand name "DYS". The price has gone up but they are still good reliable value for money and at this stage still have Free shipping. If you have a look at the webpage at the following address.... [Dys](#)

[Aeromodel 2225 2822 2212 2826 2830 2836 3530 3536 3542 3548 Brushless Motor For Rc Multicopters Plane Fixed-wing Aircraft - Parts & Accs - AliExpress](#)

You will see there is a large range of sizes and different KV's and cell counts to fit your various needs. It's surprising what a search on AliExpress will turn up.



3 orders

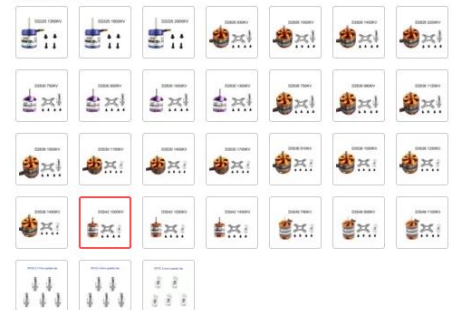
Add to cart before sale
 PRICE: NZ\$ 8.20 - 35.05
 Tech Event Starts on 10:46:13

NZ\$ 33.37 NZ\$ 66.75 -50%

Store Discount: Buy 3 get 3% off v

NZ\$ 42.02 Off Store Coupon Get coupons

Color: D3542 1000KV



Quantity:

1 + Only 9 left

Ships to New Zealand

Free Shipping

From China to New Zealand via AliExpress Standard Shipping
 Estimated delivery on Sep 27

More options v

Buy Now Add to Cart 33

75-Day Buyer Protection
 Money back guarantee

It's a Small World.

This in from **Clive**, our resident/staff photographer;

Interesting the info on the Van Asch operation. I was at school with one of the Cape Campbell Van Asch's. He used to come in by bus to Blenheim every day. I can't remember his Christian name but it was 60 years ago.

Then when I moved to Wellington, where I me my wife. She was working in the Photogrammetry Dept of Lands and Survey. She had to look through a stereoscope at the pair of photos and move the dot so that it touched the ground at the required altitude. Moving the dot up and down was achieved with a foot operated pedal arrangement. The right hand moved the dot following the contour lines north and south, the left east and west. A pencil replicated the movement of the dot to draw the map. Her left foot moved the pencil up off the paper when it wasn't actually drawing.

*Then we came up here and Deorwyn, that is my wife's name, see I can remember some names, joined the Arts group at Keirunga where she met up with Hugh and Peggy Van Asch. He had a great quirky sense of humour. **Clive.***

Ps. The Van Asch was Arnold Van Asch from Cape Campbell. C.

Wow what a memory, Ed.

Whilst on the subject of feedback, for which I'm always grateful, this mail in from ex-member and past inspirational modeller **Dave Richardson** who wrote;

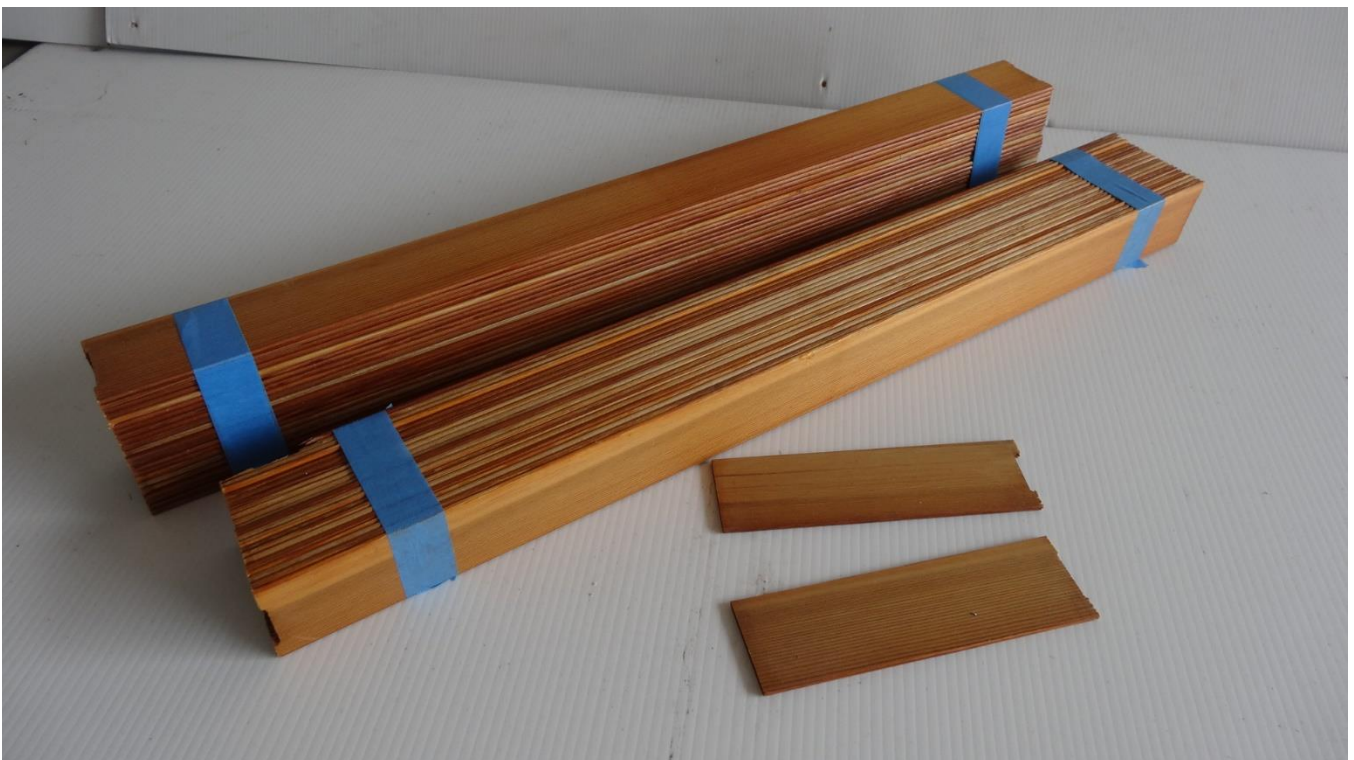
Hi Barrie, Many thanks for another superb newsletter. Great reading and more especially how much the hobby has evolved from when I started around 1957. If you went to the flying field and had one successful flight and took the model home in one piece you were on cloud nine for a week!

*I had to smile when I read in your interview with **Marty Hughes** on what advice you would have for anyone wanting to get into aeromodelling. In my day (or is it still pertinent) I would suggest the first and foremost quality would be to be able to look at the world through rose tinted spectacles. In other words if you cannot shrug your shoulders and smile after you crash and write off your pride and joy on it's maiden then don't even think about taking up the hobby! I've had more than a couple of those in my flying career but I remember one club member when I was in Dunedin in the 1960s crashed a new model. It was bad but still repairable. He filled the air with nothing less than a tantrum, jumped up and down on the model and completely demolished it. He gave up the hobby in the end. Not surprisingly.*

Best regards. Dave R. (Pic of **Dave** from my Archives ! Ed.)



We have been given an amount of cedar planking by ex-member Dave Cooper from Bay View.



This is very nice cedar in strips approx 40mm x 3 mm x 500 long, would be great to do strip planking etc on old timer aircraft or boat, or laminated for spars etc. This is available free to members from the club "Shed", come along and take what you need.



Sent in by Colin Stevens from the UK with the comment, "At least the bulls don't get hurt"!!

Maybe we should wrap some of our precious aircraft in bubble wrap ?

Click on [BULLS **HERE**](#) to watch the video for a bit of entertainment.

For those of you who are interested in plastic modelling, **Brett Robinson**, our Webmaster is quite heavily involved in this side of our hobby scene, he writes;

Our Plastic Model Group meet on the First Thursday of each month at the Cool Toys store in Napier. Myself and one of the other guys have set-up a Facebook page for our group. <https://www.facebook.com/groups/932298110837930>

I post photos on it from all meetings there and you can have a look just to see what appears on the table month to month. (Click on the [Media](#) item in the menu to view the photos.)

The next meeting is **Thursday 6th October**. Most of us usually get there from about 7:45 pm. We look around the store and what new kits Glen has in and most buy paint, glue etc. Then have an around the table talk from each member on what they have (and even what they haven't, or have in progress) a bit about the kit/s, how it went together, paint, details, aftermarket accessories used and background on the model etc. That's usually all done in about 30-45 minutes or so.

Everyone then looks at the models or just has a natter and most nights we are all wrapped up and out of there between 8pm and 8:30pm.

Thought this might interest you? It's about 12 inches high! Brings back a few memories of TV back in the Black and White era!

Cheers, Brett.



And last but not least, the beloved HURRICANE...

[Keith Skilling Talks About Hurricane P3351 - A Combat Veteran - YouTube](#)

A great video clip, with access to the full length documentary. Well worth a watch when you have a few spare minutes and want to get the juices flowing !!



VINTAGE REPORT Sept 2022



Vintage is alive and well at Awatoto field. After losing two of our stalwarts **Harvey Stiver** and **Barry Price** in this past year our building and flying ranks were thinned a bit. Some of **Harvey's** models live on in the hands of others which is great to see. **Russ Nimmo** has been flying **Harvey's** Miss America on numerous occasions and **Mike Shears** has brought out and flown Harvey's Mamoielle.



NDC has been a bit desultory recently with inclement weekend weather and other commitments and club usage. Hopefully we may see a change in the program to flying any day of the month rather just on weekends once the National body decides to rule on the proposal. It would certainly enhance and ensure more participation, watch this space. With the weather playing ball, we've had a couple of great Thursday morning Vintage sessions at Awatoto Field as pictured above and again **Thursday 8th** when we held another impromptu /fun E Duration comp with any

model qualifying. That period when the conditions changed from a very light southerly around to a warmer light north-east over an hour and a half produced some amazing lift from which we all benefited.

Scores from today...

VINTAGE/CLASSIC DURATION – CLUB COMP

NAME	MODEL	ROUND														
		1				2				3				GRAND		
		FLIGHT	LAND	AGE	TOTAL	FLIGHT	LAND	AGE	TOTAL	FLIGHT	LAND	AGE	TOTAL	TOTAL		
BARRIE RUSSELL	NIGHT TRAIN	300	20	0	320	300	20	0	320	300	20	0	320	960		
STAN NICHOLAS	NIGHT TRAIN	300	0	0	300	300	0	0	300	300	20	0	320	920		
BRETT ROBINSON	LANZO BOMBER	300	20	0	320	218	20	0	238	300	20	0	320	878		
RUSSELL NIMMO	PLAYBOY	181	0	0	181	245	0	0	245	300	20	0	320	746		

Barry Kerr was our official timer and alternated between using his fast watch for most and his slow watch for Stan ! **Mike S** came out later and flew the Mamoiselle. Having managed three maximums with my Night Train I decided to have a crack at the national Leaderboard comp and went on to fly a Max fly-off flight and then a second fly-off when the sea breeze settled in and most of the lift had disappeared.

And BARRIE'S LEADERBOARD FLIGHTS – CLASSICAL E-DURATION:

NAME	MODEL													FLYOFF	LAND	TOTAL	FLYOFF	LAND	TOTAL	GRAND	
		FLY	FLY	FLY	FLY	FLY	FLY	FLY	FLY	FLY	FLY	FLY	FLY	FLY	FLY	FLY	FLY	FLY	TOTAL		
BARRIE RUSSELL	NIGHT TRAIN	300	0	0	300	300	0	0	300	300	0	0	300	900	600	0	600	384	0	384	1884

A thoroughly successful morning was enjoyed by all.

BREAKING NEWS.

NDC Rules are changing next year from flying the monthly competitions only on weekend to flying

“ANY DAY OF THE MONTH”

Hooray ! I believe this will give a huge boost to the Vintage SIG and NDC participation and the NZ Association are to be congratulated on their far-sightedness.

Allan Knox, the NDC recording officer advised this week by email, saying;

“ I know many of you have been waiting for this. In response to many requests and after a survey showing the majority favour change, MFNZ Council have agreed to change NDC flying days to any day of the designated month. This will be effective from the Start of Next year 2023. We are required to publish this change to all members in MFW and will do that in the December edition in preparation for the new year.

This change puts the decision on when to fly back with the clubs and it is hoped and expected that those organising flying will take into account club members availability, particularly those who work Monday to Friday and only have weekends and holidays free. Continuing weekend flying for this group will be important.

Other groups made up of retirees like vintage fliers in many clubs may be able to switch regular flying to mid week when weather is better and there is less demand on club fields. Others too who currently can't fly on club strips at weekends because of normal club sport flying use can organise to fly midweek or even midweek evenings.

It is expected that clubs will use the new rule when some fliers have missed the organised day and need to catch up midweek. It really will be up to the fliers but remember you must have a separate time keeper for each official flight meaning two people are always needed to record a time. Onward and upward.

Regards, Allan Knox Recording Officer”

NATIONAL DECENTRALISED COMPETITION (APPROVED 9 SEPT 2022)

Introduction

The National Decentralised Competition (NDC) is intended to foster club competition during the year and may be used as a basis for a club's competitions.

The NDC Calendar will schedule events categorised by Special Interest Group (SIG) in each calendar month, January through to November. The SIGs are consulted on what events are scheduled.

The last competition is usually at the end of November each year to allow for collation of the last results and calculation of all scores before the Nationals.

The competition includes classes that obtain a result by the timing of flights. Classes that involve the judging of flights or models cannot be competed for on a decentralised basis.

NDC Rules

All competitions will be flown to the current MFNZ rules.

The MFNZ Recording Officer will publish the calendar of events in the last MFW of the preceding year and on the MFNZ Web Page.

Results Submission: Competitor's results must be submitted to MFNZ by the 14th day of the month after the month in which an event is scheduled. Results are entered into the MFNZ recording system using the link on the NDC Page of the MFNZ website located here: <http://www.modelflyingnz.org/NDC.html>. Loading is normally done by a Club's Recording Officer although individuals can also do this for themselves and their club mates in the absence of a Recording Officer. An Email receipt will be return emailed to confirm data has been recorded in the system and allow checking of the input. If errors are noted then imputers must re-enter the corrected data again with the word "Corrected" in the notes field. If in doubt about an entry or rules, contact the MFNZ Competitions Manager at xxxxxxxxxxxx

Results will be collated and published monthly via a link on the MFNZ NDC Web Page.

Eligible Flying Days. Flights for the monthly events may be made on any day of the scheduled month. It is expected that clubs will choose days when most interested members can gather together taking members availability into account. Those unavailable for the clubs organised day may fly on a different day of the month to catch up. MZMZ competitions flights are not allowed to be self timed by the pilot. Once an event is started, contestants fly until completed on the day or until they can't fly anymore. This determines final scores for that event. The event may paused on the day but can't be cancelled or carried over and completed on another day.

Where the event is a club, or centralised event like a Nationals or a Regional Contest the contest director may declare the event an official NDC event as well. The same results achieved can then be recorded for both contests. NDC Scoring System

Scoring. Each individual event will be scored using the values in the following table. Totals for individuals and clubs by SIG and overall will be used to decide placing for the year.

Place	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
1 Flier	2pts									
2 Fliers	3pts	2pts								
3 Fliers	4pts	3pts	2pts							
4 Fliers	5pts	4pts	3pts	2pts						
5 Fliers	6pts	5pts	4pts	3pts	2pts					
6 Fliers	7pts	6pts	5pts	4pts	3pts	2pts				
7 Fliers	8pts	7pts	6pts	5pts	4pts	3pts	2pts			
8 Fliers	9pts	8pts	7pts	6pts	5pts	4pts	3pts	2pts		
9 Fliers	10pts	9pts	8pts	7pts	6pts	5pts	4pts	3pts	2pts	
10 Fliers	12pts	10pts	9pts	8pts	7pts	6pts	5pts	4pts	3pts	2pts

This picture this month of a vintage morning in Christchurch where Allan Knox (camera man !), John Beresford and Lynn Rodway had a great morning flying a raft of Texaco events. Vintage alive and well in the south.



Like building plastic model kits?

Planes, cars, ships,
military, dioramas, sci-fi ?



We hold a monthly informal/casual meeting of like-minded modellers



All skill levels welcome



We meet at the **COOL TOYS STORE**
105 Dickens Street, Napier

On the First Thursday of each month from 7pm.



month from 7pm.



NO Membership or Joining Fees.

Classic Pattern Sept '22



Stu Sturge is making good progress on his **Curare**, all coming together well now using the experience of his **Dirti Birdi** build of previous months.



Update 28/09/22

Stu writes; Now it is starting to look like an aeroplane !



Recently I Purchased a King Kobra pattern model from an estate. The plane was built from a SIG kit, I would say of reasonable age, solid but in need of a bit of TLC. My intension is to re-furbish the model and make it available to someone in the club who is interested in getting into either Clubman Aerobatics or Classic Pattern Aerobatics. It was too good an opportunity to pass up so we'll see where it take us to from here ?



Needless to say that motor is not part of it, just hung it there so it would balance on its wheels for the photo ! But I sure there are 60 sized motors around that will suit and do the job.

It is a good flying model, so watch this space !

***** NOW Aerobatic News *****

I had a call FROM **Hamish Galloway** last week, he is keen to get an aerobatic group going to foster both **Clubman and Classic Pattern Aerobatics**. Exactly what I've been hoping to do, but the weather and the field have been against us but hopefully that is all coming right so here's the deal.

I'll make up a **Club Aerobatic** list and contact those members who I think might be interested and send out some details together with the latest schedules for NZ Aerobatics Clubman and Classic pattern. Our thoughts are to have some Saturday sessions at both Awatoto Field and at Galloway's Norsewood farm strip as it suits members, the club and the weather. Dates could be set ahead by mutual consent once we see what response and enthusiasm comes from the membership.

Clubman can be flown with any aircraft at all so there is plenty of scope for all members. It's a great way to get into aerobatic flying and improve your general flying skills. Having the Galloway family to share their skills is a huge plus worth taking advantage of.

Anyone who would like to join but does not receive an email, please get in touch. Those who do not reply, I'll assume you are not interested and will take you off the list.

Cheers, Barrie R.

****FOR SALE****

Sept, 2022



Dave Cooper, an past member from Bay View is offering these electric foam models in new condition for sale as his modelling is taking a new direction towards helicopters;

Right; E flight Turbo Timber (smart version) 1.5 with smart rx spektrum AR637TA and float kit as standard, also includes new 4000mah standard battery NIB, model has had two flights. As new cond. **\$500. ONO**



Left; E flight F16, assembled but unflown, with new 4000mah Battery, requires rx . **\$650. ONO**



Right; Free Wing, NIB A4 skyhawk, latest 80mm 9 blade fan model, with 5000mah battery NIB, 940 mm span, 1430 mm long, **\$900. ONO**

Please contact Dave Cooper, Bay View, cell **021 0790002**

Email cooper56@outlook.co.nz.

Free to a good home;



This excellent Field/Tool Box/ Fueling station. Come and have a look at it in the shed, first in first served. (I also know who built it and used it extensively 20 to 35 years ago, aye Graeme P ??)
We also have a selection of two plastic tool boxes which make excellent field boxes. Again, free to a good home, come and view and take them away. Why buy new ones, they make great fishing tackle boxes also !

FOR



SALE

The Club Russell designed Clubber. This is the original designed version and not the cheap economical foam board one.! This is complete and setup ready to fly with Spektrum AR7000 receiver with 1 remote receiver, Hyperion 50A ESC. Just add battery and fly. Has had 100's of flights and only 1 rebuild. **\$99.99 ono.** Rob 0274483559.

FOR SALE Foam Board
SPITFIRE. 1200mm wingspan.

One of my Foam Board warbird series, almost finished, just needs a little tidy up and painting. Comes complete with 4x new Hobby King 933 Mg digital servos, a new 40Amp Skywalker ESC and a near new 3530 / 1400kv One Drive brushless motor. Surplus to my requirements and present interest.

You can have it for the cost of the four servos \$50 That means the ESC, Motor and model for free !



FOR SALE

\$50.00

Phone;
 Barrie Russell.
 Ph 06 8353896



COMING EVENTS

August 2022



A listing of what's coming up ahead.....

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's CHRISTMAS PARTY.

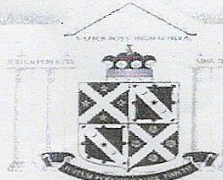
Sunday 4th December

At the **FILTER ROOM**, Meeanee

From 4.00pm on with dining at 6.00pm

Limited numbers so booking will be essential

Please phone Mike Shears on 06 8434675 / 0274 205 480


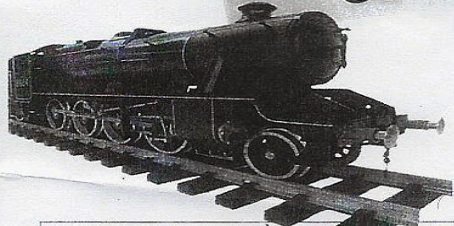




Napier Boys' High School
School Gymnasium,
Chambers Street, Napier South

Model Expo & Hobbies

2022

15th & 16th October

COFFEE & STALL SALES

Entry – Adult \$5 Child \$3
Family - \$10
Hours - Sat. & Sun. 9 - 4

Displays include:

- Car models
- Radio control boats
- Military models
- Gemstones
- Radio Control Trucks
- Railways
- Stamps - Philately
- War Games
- And more.....



MODEL FLYING HAWKES BAY
PRESENTS

WARBIRDS

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. Sept'22



This is a worrying story from a near neighbour Max who received this email from his neighbour Richard who wrote;

Max. This is Richard, next door. I've been riddled with guilt for a few months and have been trying to get up the courage to tell you face-to-face. When you're not around, I've been sharing your wife, day and night, probably much more than you. I haven't been connecting at home recently. I know that's no excuse. The temptation was just too great. I can't live with the guilt & hope you'll accept my sincere apology and forgive me.

Please suggest a fee for usage and I'll pay you.

Regards

Richard

Max, feeling enraged and betrayed, grabbed his gun, went next door, and shot Richard dead. He returned home, shot his wife, poured himself a stiff drink and sat down on the sofa. Max then looked at his phone and discovered a second text message from Richard.

SECOND TEXT MESSAGE:

Hi, Max. Richard here again. Sorry about the typo on my last text. I assume you figured it out and noticed that the darned Spell-Checker had changed "wi-fi" to "wife." Technology, huh? It'll be the death of us all.

Once again, that's it from all of them and that's it from all of me. Thank you to those few whose unfailing help and contributions help make an editor's efforts worth while. To the rest, I live in hope, your copy is always welcome.

Regards,

Barrie the editor mfhb September 2022.

