

Model Flying Hawkes Bay



PROPWASH



Club Newsletter #165 November'24

In this issue

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December Activity Calendar

Sundays; Club days Awatoto Field

Sunday Barbecue Lunches; To be notified by email prior.

Tuesdays; Club "Shed" Mornings

Vintage; Ring around any day the conditions are suitable.

General Flying; Any Day the weather's fine.

Soaring; Black Bridge. **Ph Rowdy or Joe.**

Committee Meetings; Second Tuesday.

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Contributors to this issue; Marty Hughes / Ash / Brett Robinson / Barrie Russell / Rod Hughes / Nev Fargher / Phil Sharp / Barry Lennox / Clive Baker / Allan Knox / Mark Larsen / Tony Ward / E & OE

Model Flying Hawke's Bay Presents....

WARBIRDS

Over

AWATOTO

Waltangi Rd Awatoto

8th & 9th February 2025 - 10am to 4pm

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

\$20 landing fee for the weekend.

Food, Ice Cream & Coffee Cart on site.

The Editor's Desk;

Greetings All,

Another month and another year nearly gone. The old saying is so true, the older you get the faster the years go by and boy are they racing ! That's it from me for this year, we'll take a break for a couple of months and hopefully see you again say around February, after Warbirds. A huge Thank You to all those who have contributed to these pages over the past year, you make this editor's task so much easier and enjoyable.

May I take this opportunity to wish you all a very fruitful and Merry Christmas, and a Healthy and Prosperous New Year with lots of aeromodelling goodies in your Christmas XXOS stockings.

Barrie the editor MFHB.

PREZ SEZ;

Well this is the final edition for 2024 and what a ride its been.

The toilet block, the Deans Shelter, All up and operational . The fields looking great and getting alot of use and War Birds is fast approaching.

The MFHB Christmas dinner was a huge success with over 40 people in attendance . A great buch of people and the food was amazing. We were very lucky to have Gus Black as our guest speaker who spoke of his time in the Airforce, Flying the Hercules, and now currently First Officer with Air NZ in the Boeing 777. He gave a fantastic presentation which was enjoyed by all.

I would now like to take this opportunity to thank my committee for all their work over the year and to you the members who make this club the best club In the land.

Over the festive season, stay safe , stay hydrated and I look forward to seeing you at the field.

Merry Christmas from Marty.





And another Milestone in the annals of Model Flying New Zealand with the recognition of the outstanding contribution Past President Barry Lennox has made to our organisation over many years.

Heartiest congratulations Barry on a journey well taken and still being undertaken from all of us here in the Hawkes Bay and from our readers further afield. A prestigious award so very much deserved. Ed.

Macdonald MEMORIAL AWARD

The Macdonald Memorial Award is a very prestigious award given to recognise outstanding contributions to aeromodelling in New Zealand.



The Macdonald Memorial Award was established in 1954 in memory of the founder of the New Zealand Model Aeronautical Association, Fred Macdonald. It is awarded annually to someone who is considered to have made an outstanding contribution to aeromodelling in New Zealand.

This year, the Macdonald Memorial Trustees are very pleased to present the Award to Barry Lennox. The Citation below briefly summarises Barry's contribution and achievements over many years.

Barry Lennox started modelling when he was a young boy. Around the age of 17 he joined the air force and spent time in most of the bases in New Zealand. At Ohakea he was reintroduced to the hobby by Alan Dick and continued from there. When RCM&E introduced a new FM radio project he used his technical knowledge to build his own set and ended up constructing about 100 of them.

In 2006 he became President of the then NZMAA and carried out that role until 2013.

Barry has also contributed an enormous amount of time, energy and technical expertise to the New Zealand modelling community over many years.

He is predominately recognised for his contribution to MFNZ for the huge number of articles he has produced for the Fliers World sharing his extensive knowledge of electronics and information pertaining to our sport.

He has also been heavily involved in the organisation of the Nationals for many years, overseeing the frequency control that was necessary at the time. He was also a long time member of the Wellington Model Aero Club until his move to the South Island.

The Macdonald Memorial Trophy award is a fitting reward to Barry for his service to the modelling community in New Zealand.

Note: A copy of this Citation will be posted on the Model Flying New Zealand website.
www.mfnz.org/members-pilots/awards/macdonald-memorial-award/

CLUB ACTIVITY Nov' 2024



Not a lot of activity, with the seasonal equinoxial winds blowing through the Bay. Just usual few stalwarts braving the flightline at times.



Tony Ward test flew the new trainer we built and it flew on rails. Wings Badge, here we come !



Rod's enjoying his latest quart sized Mustang, well it's twice the size of his pint sized one ! He and Marty are amazing the way they adapted themselves to fly these Mode 2 models, albeit with help from the on board auto/stabilizing pilot !

The “shed has seen a bit more activity, **Rod** brought his Steerman out for a Looksee /chat about ! When he test flew it some time back it was a real dog, but the critics have determined that the motor thrust line was positive rather than negative, Mmmmm that should make a difference !

Rod seen below using the layman’s simplified CofG test, all’s well !! We eagerly await the next test flight



Then Phil blessed us with a demo of his latest engine build, the air cooled 90 degree 88cc V-4 engine. What a creation, it hand starts with a priming stroke and then a swing of the prop and it ticks over like a singer sewing machine at 800 to 1000rpm. Swinging a 26 x 10 propeller it is revving up to 5100 rpm and sounds magnificent, vibration free and has good transition.

Phil’s next task is to make the engine mount which will hold the motor inverted in the Storch and then run the motor inverted. By the feel of it, I think the Storch will be running at less than half throttle or else 3-Deeing !



Sunday 1st December . Another great Hawkes Bay day (No nor'wester !) with a mild sea breeze down the strip at Awatoto Field. We ran an impromptu lunch time barbecue and sold a couple of dozen sausage and onion sammies so must have got something right and turnout was great with regular flight line activity all day. Let the pictures from **Clive's** camera and my phone tell the story.....



Clockwise from top left; Pits view West with **Mark's** salvaged "Fishing" aircraft ! / Pits East / **Marty's** "Jug" getting sorted for Warbirds, and **John C's** Twin Otter. / Vic and Stu's airforce. / Mark's airforce.

Clive grabbed some neat aerial shots;



Rod H with his Carbon Cub



Phil blessed us with a demo run of his V-4 motor See the final report of this build (**Phil's V-4 Magic.**) What a sight and sound to behold.

Sadly, later in the day, **Phil** lost his aerobatic Extreme Flight MXS ship across the river. He was flying some aerobatics and had pushed up from inverted in an outside bunt, we heard a cough or backfire or something from the motor and nobody home and all **Phil** could do was watch it plunge vertically to it's death !

The jury is out, but as the battery was nowhere to be found although everything else was at the crash site, and there was a hole in the canopy, it's thought the battery may have come loose and departed during the negative G maneuver and the motor may have coughed as a result of the excess fuel and no spark. Thus with total loss of control, the inevitable happened ! Ugh. Surprisingly, the motor appears to have survived even though it was nearly a foot underground !!



RIP Nice yellow airplane !

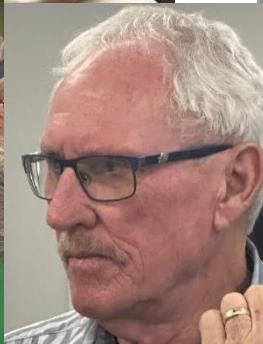
Guess what Ann-Marie is buying Phil for Christmas !!



This is a picture Clive took of Marty's Thunderbolt, boy that plane's quick !!



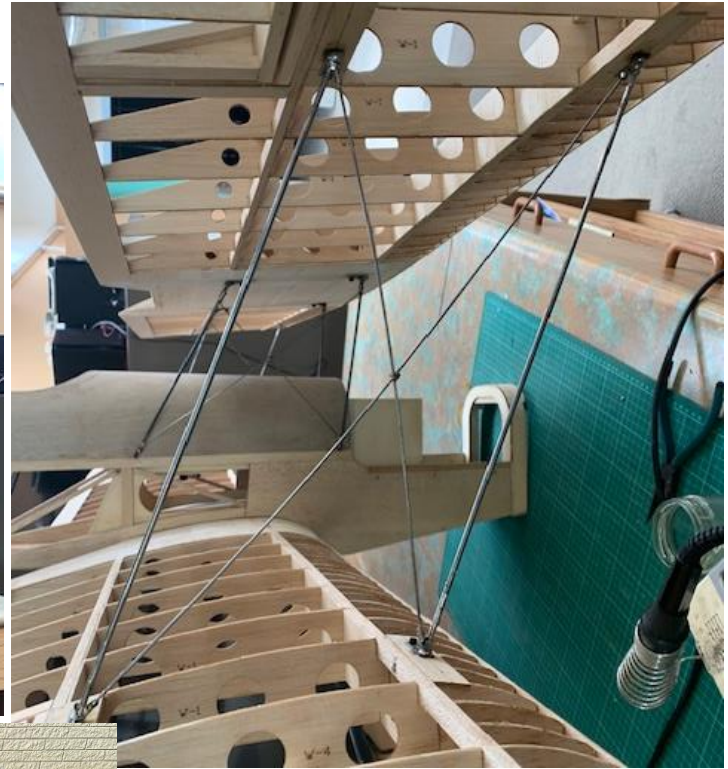
And to cap the year off, some 40 plus members and wives and partners gathered at our Hastings “Club Rooms” alias the National Services Club on Thursday 5th December for a great night out. Good company, nice surroundings, an excellent smorgasbord meal and a very interesting and entertaining after dinner speak from our very own pilot, **Gus Black**. **Marty** captured the activity on his phone so I’ll let the pictures speak for themselves, no names, you know who they are. We had fun !





AROUND the BUILDING BOARDS. Nov '24

Rod Hughes continues to make good progress with his SE5a, we had a session in the club shed to solder up the cabane wire systems, a two man job. This is a very detailed kit with clear precise instructions and very good components. It's going to be one impressive aircraft in the air.



Tony Ward is making great strides in refurbishing the Stearman Biplane he purchased some time ago and sent in these pictures of his progress to date.



That's a work of art doing those covering colour schemes, we must be close to taking the air again, thanks for sharing.

Nice one Tony.

Ed.



You need a little bit of LUCK !!



Of recent times I'm aware of three "successful" Fly aways rescues.

1. **My Senior Tomboy** went AWOL when my single channel push button radio got confused with my all inputs in a strong northerly wind and was found by a cyclist as it came in to land on an East Clive cycleway some 6 K away. We became re-united through the power of social media!



2. **Russ Nimmo** lost sight of his Spook vintage model and spent some hours struggling through long grass over the river where it was last seen. After giving up and returning to the field, he was amazed to see someone walking down our access road carrying the model. Turned out a chap, who was a bit down on his luck, was sleeping rough in a tent over the river towards Hohepa when the plane flew into the side of his tent (for a soft arrival !)



Being an honest fellow and guessing where it came from, he carried it walking all the way back to our field !

3. Step up **Mark Larsen**, who lost his new Shite and Briney Extra a couple of weeks back, last seen flying happily off to Hastings. (Don't ask Mark why !?) It had an AX3 receiver in it to keep the flight reasonably stable (I think ?) gone who knows where. The following day it turned up on the club Facebook page. Would you believe this one ? A fisherman surfcasting near the Clive river mouth saw the plane fly past out to sea, circled round about three times and landed in the sea out from him. He cast his line, hooked the tail plane and landed it ! His nephew posted on the club Facebook page and Mark had it back (a case of beers lighter) the following day. No damage apart from a hooked tailplane, the ESC was smoked, I guess with the prop being stalled in the water, and after a good fresh water wash, all systems are go ! Beat that ! Where to next ?



Being an honest fellow and guessing where it came from, he carried it walking all the way back to our field !

Might be a good idea if in future we put our names and phone numbers in our aircraft, aye ?? **Ed.**

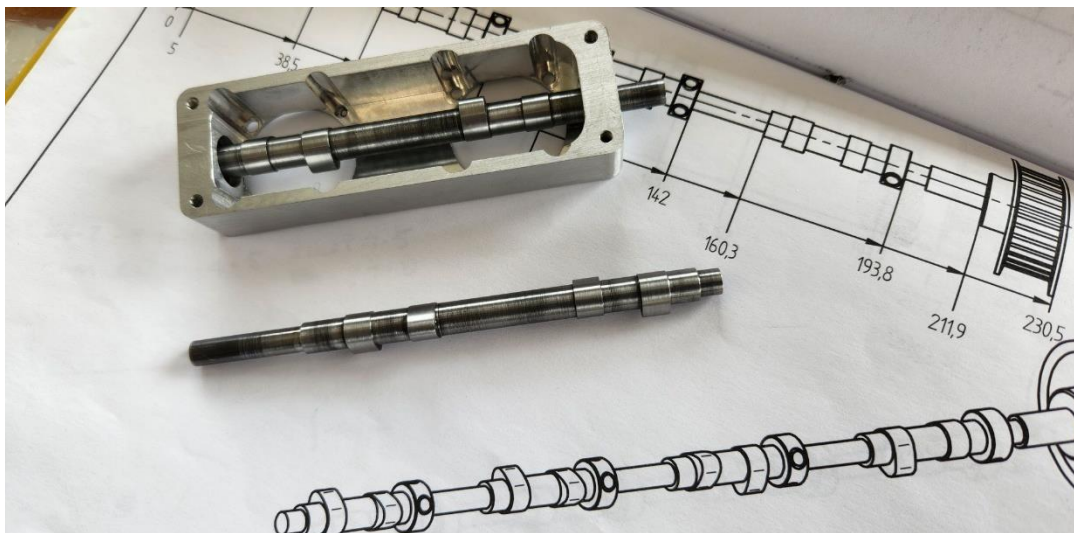
Phil's V-4 Magic Pt 7. Nov 2024



Phil writes;

Well it's been a busy month, but a very successful one. Last month I had just finished the cam grinder, and it was time to see how it worked. It is a little fiddly to get it set up but once done it worked very well. The master cam has a series of holes at 90 degrees for the setting between cylinders, and 114 degrees for between the lobes. Left and right bank cams are the same. Each lobe took about an hour and a half to grind.

I'm fairly happy with the result, although I made a small mistake with the master cam, resulting in the cams being about 10 thou short on lift. I will see how the engine runs and may remake the cams at some stage.



Above Left;
Close up of cam lobe.

Above Right;
Grinding Cam Follower.

Left;
Finished cam.

The last job was the cam followers, which like the cams are hardened and tempered silver steel. The blanks were turned and bored, then after heat treating, they were ground to 12.00mm od. It was then a case of grinding the top surface to the correct dimension to set the valve clearance. Quite time consuming, 2thou on the inlet and 4 thou on the exhaust. This will have to be reset after running in. The final assembly was completed and the valve timing set. The cam pulleys have a 20deg range of adjustment, which is more than one tooth on the belt so it makes it easy to get correct.



The ignition unit arrived from Booma RC, it is a four cylinder RC Xel unit originally for the OS 4 cyl inline engine. It requires four magnets at 90 deg, and unlike the two stroke units it fires when the magnet approaches the hall sensor, not when the magnet leaves the sensor. I had to re-rill the mounting holes for the sensor to accommodate this. It also needed two magnets at north pole and two at south pole, all very confusing but I got there in the end!

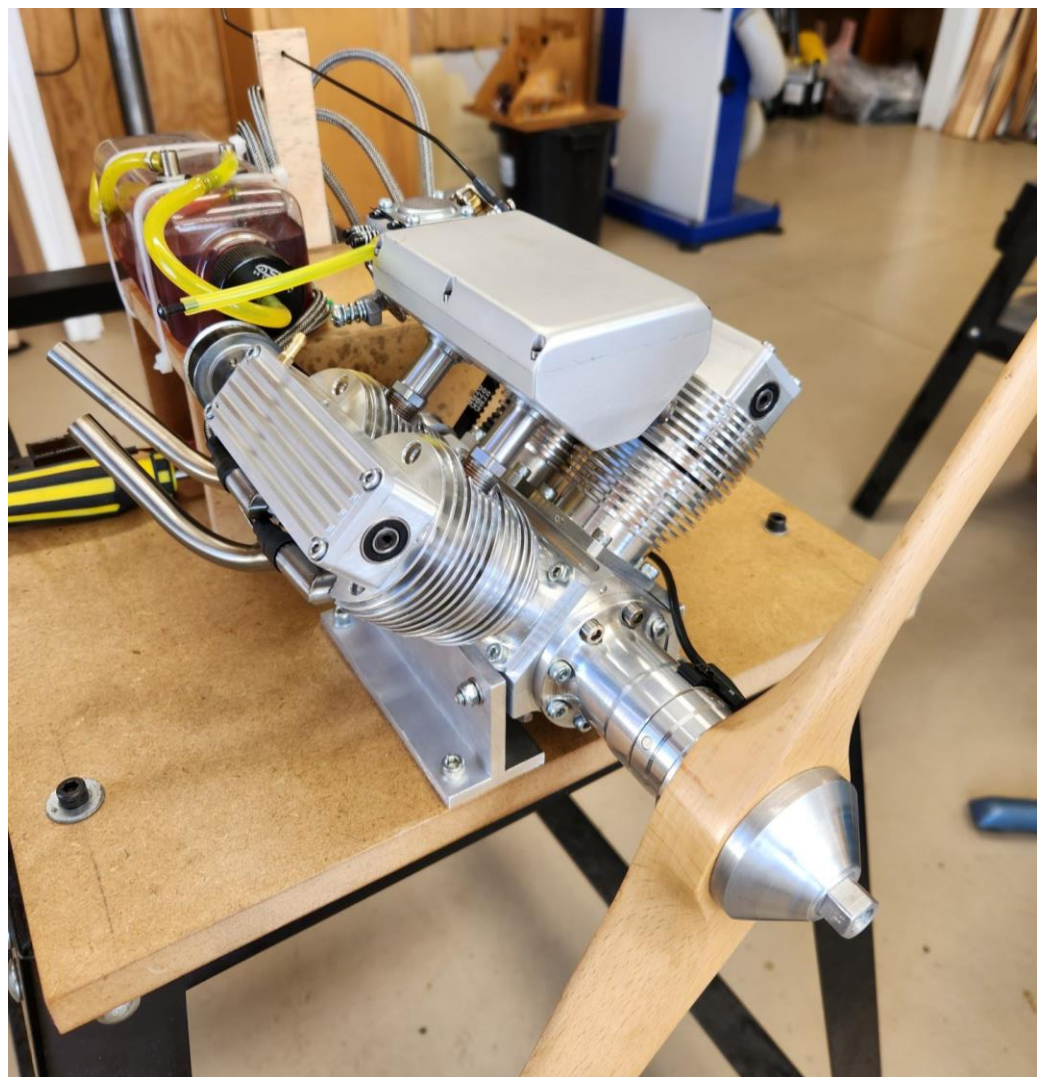
I didn't really know what propellor to run but fortunately Russell came up with a 26 by 8, which seemed like a good place to start. The engine should have plenty of power for the Storch, so I am happy to run it at a low rpm.



Pipe bend. A better bend, I filled the pipe with lead and melted it out after. Works great!

Well, the day arrived and with the help of Russell, Barrie and Stuart, we primed the engine and fired it up. I was fairly surprised, and obviously very happy when it started first try. It settled in at about 1800 rpm. I had mixed up a very oily fuel mix for the initial running, and managed to cover everyone with oil!

The first runs were with a Walbro carb from a DLE 30, but now I am running the carb from my NGH Twin, which has a smaller throat, this is better, and after 8 or so tanks full the engine is starting to bed in nicely. It will now run from 1100 to 5000 on a 26 by 10, so I am very pleased with the result. It sounds pretty good too!





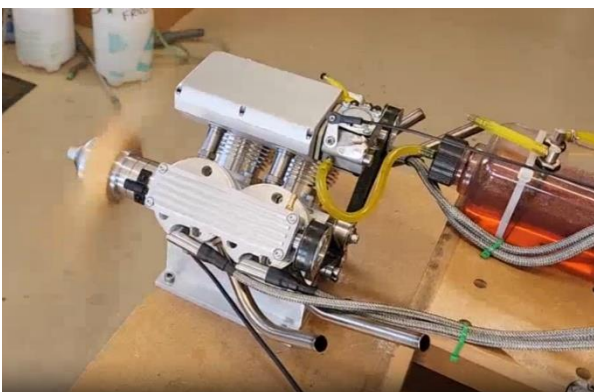
Yesterday I stripped it down for inspection, and so far everything seems fine. The exhaust valves have a lot of carbon build up from the oily mix, and I will regrind all the valves, and reset the valve clearance. Once reassembled I will make the mounting plates for the Storch. I will do some more testing with the engine inverted before mounting it in the plane.

That's all for now, Warbirds is getting close!! **Regards, Phil.**

And now for the evidence, a couple of videos of the early test runs loaded onto the club website. Ed.

https://mfhb.org.nz/wp-content/uploads/2024/11/Phils_V4_running.mp4

https://mfhb.org.nz/wp-content/uploads/2024/11/Phils_V4_at_idle.mp4



Info, Hints and Things November 2024



Found this piece of nostalgia stashed away in my workshop. In the pre-brushless motor days, I wanted a more powerful electric drive system and consulted with **Norm Murton** who built this twin brushed motor drive unit.

It consisted of two Atomic Force brushed motors geared down and driving a central shaft and a large propeller. It worked well enough, but with the nicads was quite a heavy unit and about the same time brushless motors and lipos were arriving on the scene and it was no match for them. End of story!



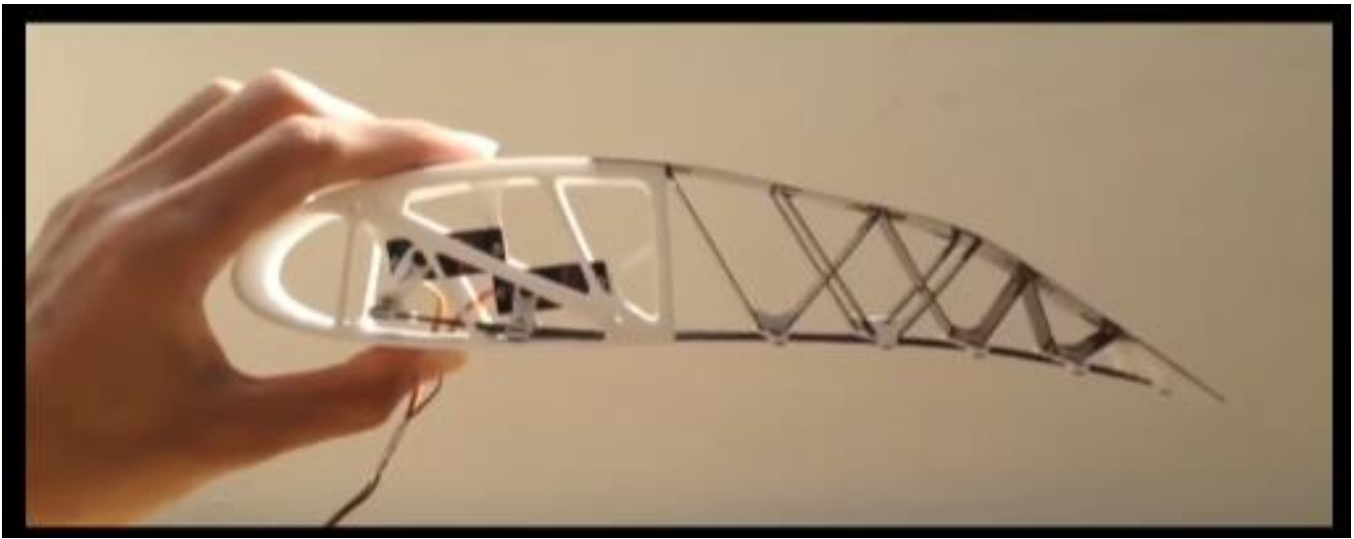
Maybe we should be considering ballistic parachutes as well, this pilot as pleased he had one.....

<https://www.facebook.com/reel/1863833087458527>



An interesting concept of wing control with aerofoil morphing;

<https://www.facebook.com/reel/966061698899928>



*Have you read the latest Model Flyer's World ? It contains a very interesting article on the building of a Gyroplane by **Jim McEwen** who was a full sized Gyro builder and pilot and covers the trials and tribulation of designing, building and flying a model Gyrocopter. Well worth a read, and once you've accomplished that, then have a look at the video compilation posted on you tube, link here;*

<https://www.youtube.com/watch?v=BdubjmBXpww>



Another P-51 Mustang is Born



Marty Hughes writes;



This is probably the club's worst kept secret but for the last 18 months **John Clarke** has been very busy building me a P51 Mustang. It's built from Ziroli plans and it's the fourth 98 inch Mustang that John has built so he knows what he's doing. The photos show it all. I said I wouldn't publish anything in Propwash until it had flown so if you are reading this then yes it has had it's maiden .

Mr John Sutherland on the sticks for the maiden flight. After a few preflight checks he lined it up on the runway and off it went. Straight as an arrow and he never touched the trims once. After a few circuits settling in I asked **John S** how it was ... His words and I quote.... " Well he built this straight" The landing was no less than perfect in true **John Sutherland** style.

Needless to say, I'm a very happy and lucky lad.

Thankyou **John Clarke** for a job well done. I'll let the following photos tell the story of the build.

Best regards Marty.





CLIVE'S CORNER #21 Nov'24



I'm considering renaming this section and calling it "Clive's Rambles". Why, well I get these delightful soliloquies on a regular basis from Clive as we take many a whimsical ramble through his likes and dislikes of aviation his history and his amusing asides. I hope you take the time to read them, I love 'em ! Ed.

Clive writes:

Gareth Newton a member of Levin Model Flying Club who helped me in my early days of flying.

I graduated from Engineering School in 1963 and joined the NZPO Telecommunications Branch in Wellington. I worked in the Herd St. Branch building which is now luxury flats. Nearby at the end of Courtenay place there was a model aviation shop. It was a short walk at lunch time. I can't remember the proprietor's name but there was this rambunctious modeller I met there, Gareth Newton. He issued an invitation to call in at his home at Plimmerton any time I was out there as he had a few models. I did. Gareth had a shed full of models, mostly partly built.

The ones that were fully built were amazing all free flight. The one you couldn't miss was his Carl Goldberg Sailplane. It was about 2 metres span with an elliptical planform, a full depth spar in front of the main spar, and 2 spars behind the main spar. All the ribs were different and there were riblets between the front spar and the leading edge. No laser cutting in those days. If you google Carl Goldberg Sailplane you will get some idea. The undercarriage was another work of art. It comprises a single wheel in the front and under-elevator fins at the rear. The front undercarriage was held in position by the weight of the plane. It released slowly after take-off and moved backwards behind the C of G. The Sailplane lifted off and accelerated. It then started to climb rapidly when the C of G moved back.

One of his other planes was one I would have liked to get my hands on was his Flying Flea. The full -scale Flying Flea was known as being unflyable and unstable. Gareth's free flight version flew beautifully. He used a plan that had been published in the Aero Modeller. It was inherited stable. The original Flying Flea was designed by H Mignet an aspiring French pilot who wanted a plane that could be flown by two controls, up and down by increasing the angle of incidence of the wing and left and right by moving a rudder. The turn was induced like that of the Radian, lots of positive yaw from the dihedral on the wing.

H. Mignet's Flea was stable but lots of other people built Fleas which weren't. If the pilot wanted to climb he would pull back on the stick increasing the incidence on the wing. The air flow over the wing would be deflected downwards onto the elevator. If the elevator was mounted well forward it would have an additional downward load and the aircraft would climb with the danger of stalling. If it was further back the slipstream off the wing would pass under the elevator increasing lift and pushing the nose down. Not a desirable condition.

The position, and size of the rudder would give differing effects when attempting a turn which was further compounded by the size of the engine and the efficiency of the propeller. It was sad that the Flying Flea was not successful It seemed like a good idea at the time.



Life in the wine trade.

If I am in Blenheim I am unusual. I am there because I like the place. Most people are just passing through. People in NZ want to drive to where they want to go. They catch a Cook Strait Ferry and drive through Blenheim, or the other way. If I go to Blenheim I fly, it only takes 25 minutes to fly Cook Strait. Except I have to start in Hawkes Bay and anything that can go wrong in Wellington will go wrong.

“We wish to advise passengers that your flight to Blenheim has been delayed because of the late arrival of your incoming aircraft.”

I do not want to know that. I want to know what has gone wrong with the incoming aircraft. Last time I came back from Blenheim to it took 5 hours.

Do you know that Napier airport has a patch of grass where people waiting for an incoming aircraft to park up without having to pay parking fees?

What to do in Blenheim. Well, I love aeroplanes. I hate flying but I love planes. It is in my genes. Blenheim has the Omaka Aviation Centre. An impressive aviation museum. It seems a bit sad to me that the majority of passers by don't stop there. After all State Highway one passes through Blenheim. A right hand bend by the railway station, a left onto Maxwell Road, a couple of kilometres on to New Renwick Road and there is Omaka aerodrome and the aviation centre. Where Kingsford Smith once landed on a flight from Australia.

The Aviation Display grew from the biennial War Birds Exhibition. The first section was entitled Knights of the Sky and while it had aircraft from WW1 And WW2 on display the emphasis was on the fighting in France during the First World War. More recently a new building and display was opened and this features aircraft from WW2 called Dangerous Skies covering aircraft from both the European and Russian fronts and the fighting in the Far East. As with the older section some of these aircraft can be flown. Some of the aircraft came from John Smith's collection in Nelson

Just a word of warning I would not take your grandchildren through the Russian Theatre it is not particularly suited to active children. Now I could go on at length about what is there, their web site gives you a much idea of the new displays.

You can do some very good wine tastings In Blenheim when it is raining.



Planes I would have liked to Build

The real Tiger Moth

I have written about this plane before as one I would have liked to build. I am sure that those of you who have got round to reading them this time will admit that my dreams are not unreasonable.

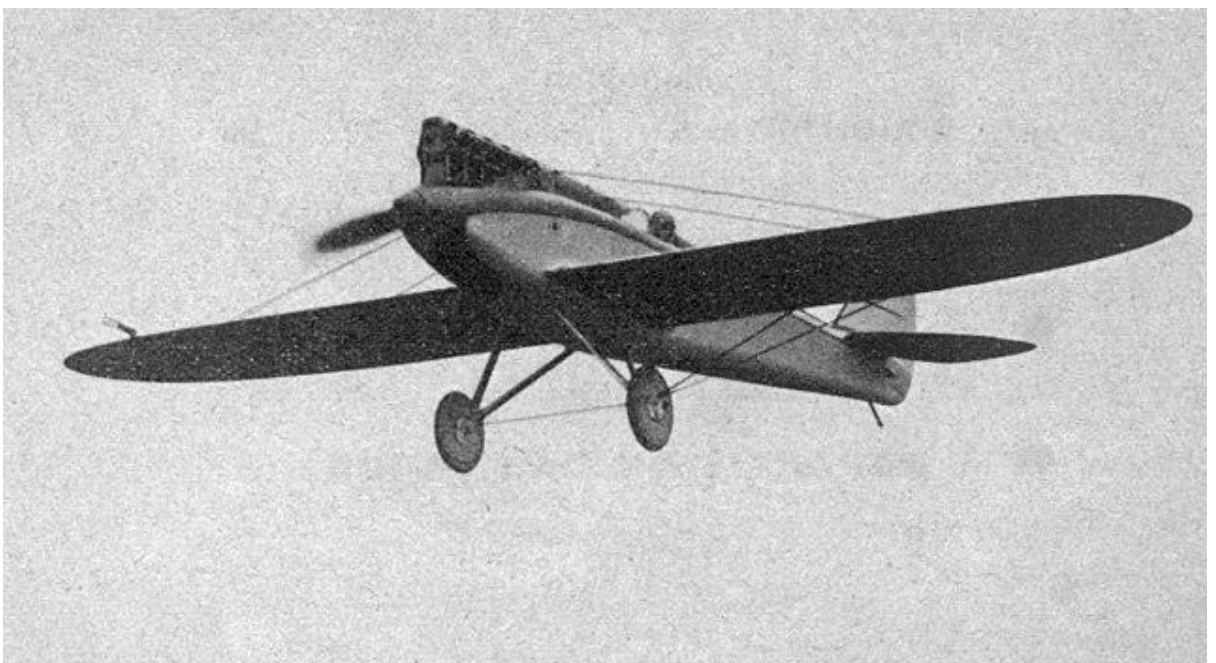
The de Havilland Tiger Moth must be the simplest model to build and the easiest to trim and fly. It is available from Sarik Models in the UK in a kit with a 54 inch wing span and electric power. Sarik will ship the kit for Stirling 30.70.

Several plans are available in Outerzone. https://outerzone.co.uk/plan_details.asp?ID=8873 I believe that one is currently flying in one of the Marlborough Clubs. The first Tiger Moth first flew on 27 June 1927. The second flew a few days later. They were built to test de Havilland's Cirrus engine.

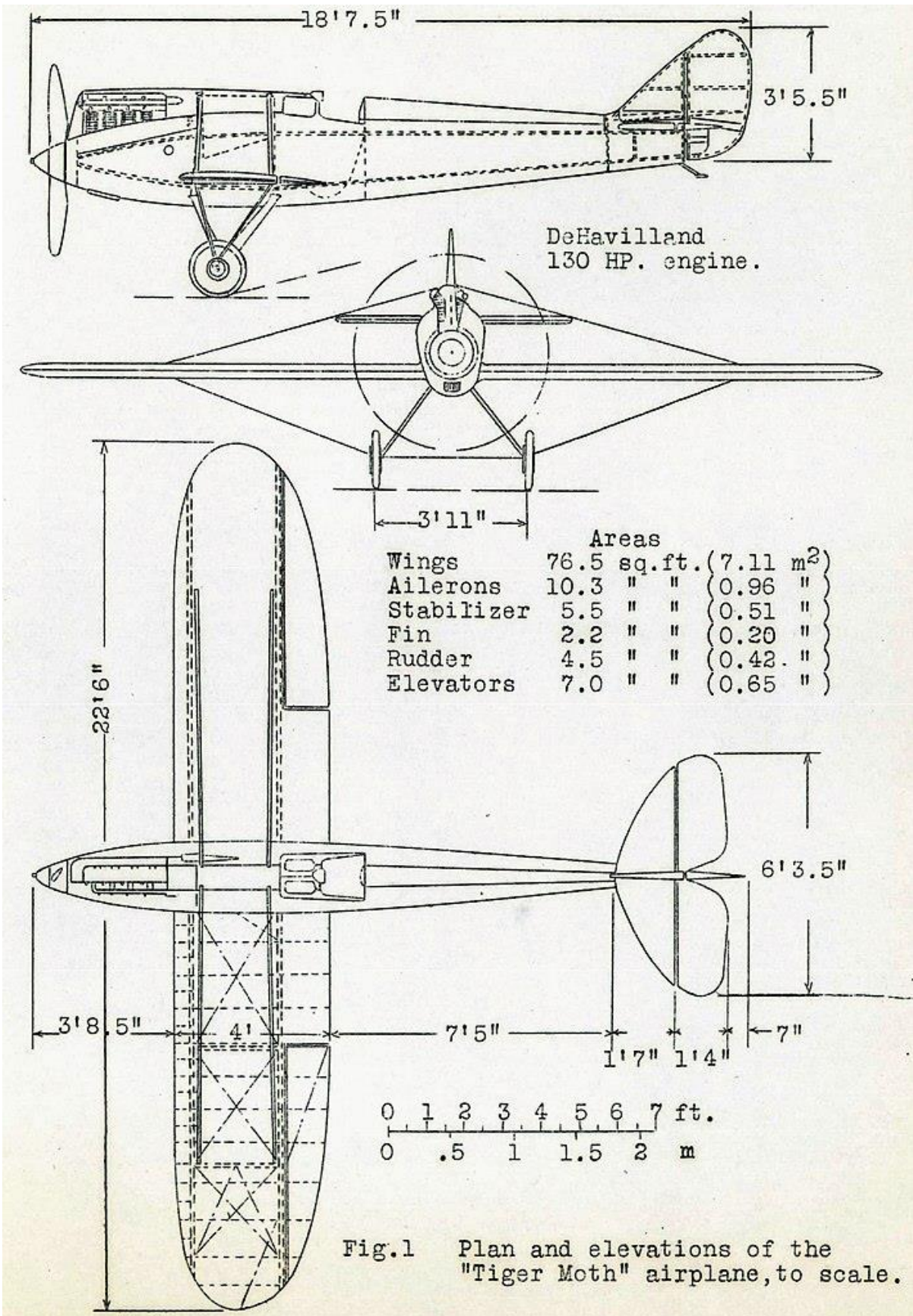


This is a photo of the real original Tiger Moth. Looks like a model?

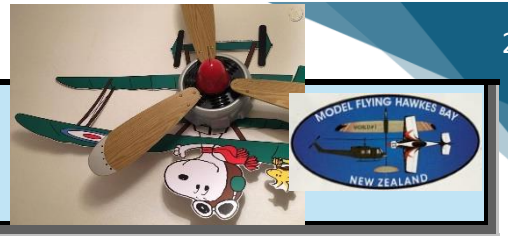
The only thing wrong with this Tiger was that it set a speed record of 166 mph and an altitude record of 19,195 ft and then retired



And for the really eager builder on the next page



Vintage Report. Nov' 2024



Not much news from the ranks. With a better forecast I put out an email to the club vintage group and four of us had a great morning on Wednesday 27th flying the last of NDC for this year. **Stan** took the honours in Vintage Precision with his Stardust, I flew my Stardust, **Rob L** flew his Courtesan and **Mike S** his ex-Stiver Ma'mselle. (below) Conditions were great early on though once the sea breeze settled in it became a bit harder to find the lift.

Stan again put in a creditable performance with his Gollywock in the Vintage E-Rubber comp, and I flew Vintage ½ E Texaco with my 52 inch Stardust.



A Boot full !

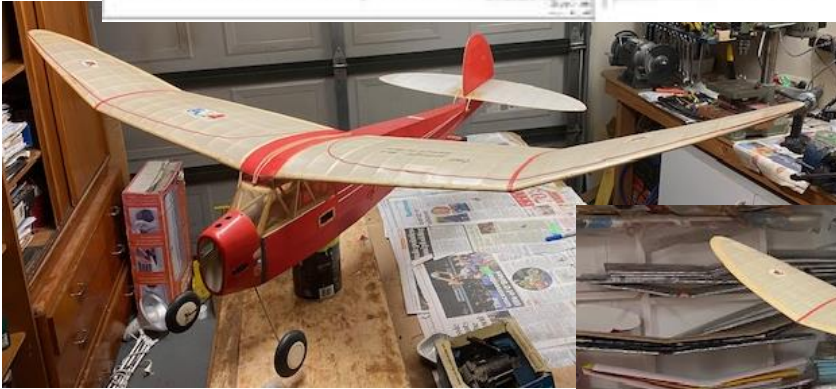
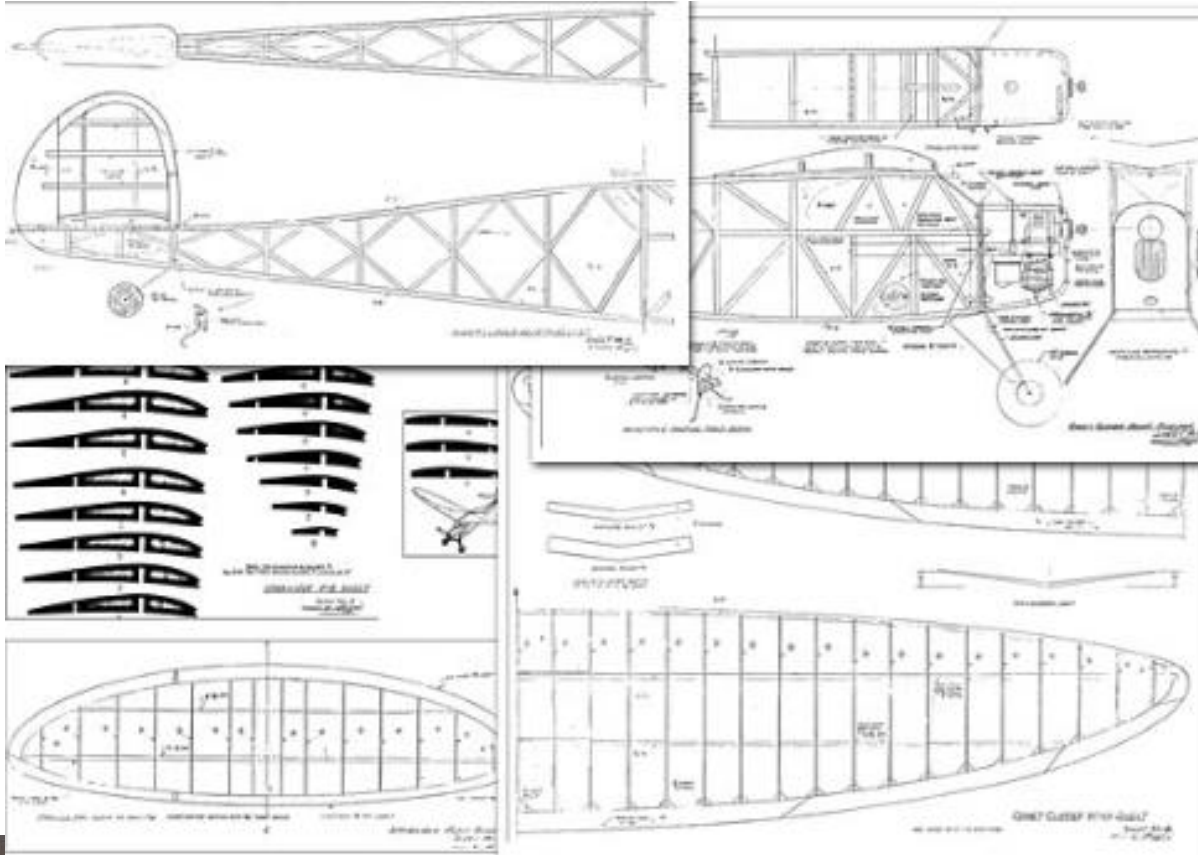
72inch Stardust

52inch Stardust

48in Tomboy Senior



Been talking to **Allan Knox** from Christchurch, our **Vintage SIG President** and an avid vintage modeller and competitor. He has recently acquired an old model and is busy refurbishing it, a Carl Goldberg Clipper, 71 inch span from 1938. https://outerzone.co.uk/plan_details.asp?ID=7380



A nice looking model, **Alan** says it's surprisingly light at 28oz without gear. It originally had a vintage petrol sparky motor and performed well.

Could be an interesting subject for a future build ?

Making progress with my **Tiger Rag**, just about at the covering stage. The bare model with servos and undercarriage pictured below at it's first assembly weighs in at 7.7 ounces.



I used 3mm square carbon tube for the fuselage lower longerons and the wing spars and tailplane lower spar, making it very stiff with not much weight penalty. I've had to move the wing spar line back a few millimeters so as to comply with the no additions to the top wing surface in the front 33.333% ! I plan to use this model in the Classical ½ E Texaco competition (Post Jan 1951) but haven't decided on a motor and battery combination yet until I see how the finished weight comes out. The battery allowance is dependent on the dry weight of the model (ie. without the motor/ flight battery pack). The competition formula for a 2S lipo battery pack is; $\text{Mah (Capacity)} = \text{dry weight oz} \times 22$. It's a bit of a conundrum, build light and you get punished by having to use a smaller battery, use a bigger battery and you get punished by having to build heavy !!

Vintage and Classical Duration Competition. Just to remind all, there has been a rule change here regarding the battery allowance. In the past the formula included the battery C rating and suitable low C Rating batteries have been increasingly difficult to obtain. The battery rule has now been abandoned, and there is no longer any restriction of capacity or C rating for a Lipo battery, the choice is unlimited. This should have the added benefit of making some of those older vintage models more competitive in the duration comps.

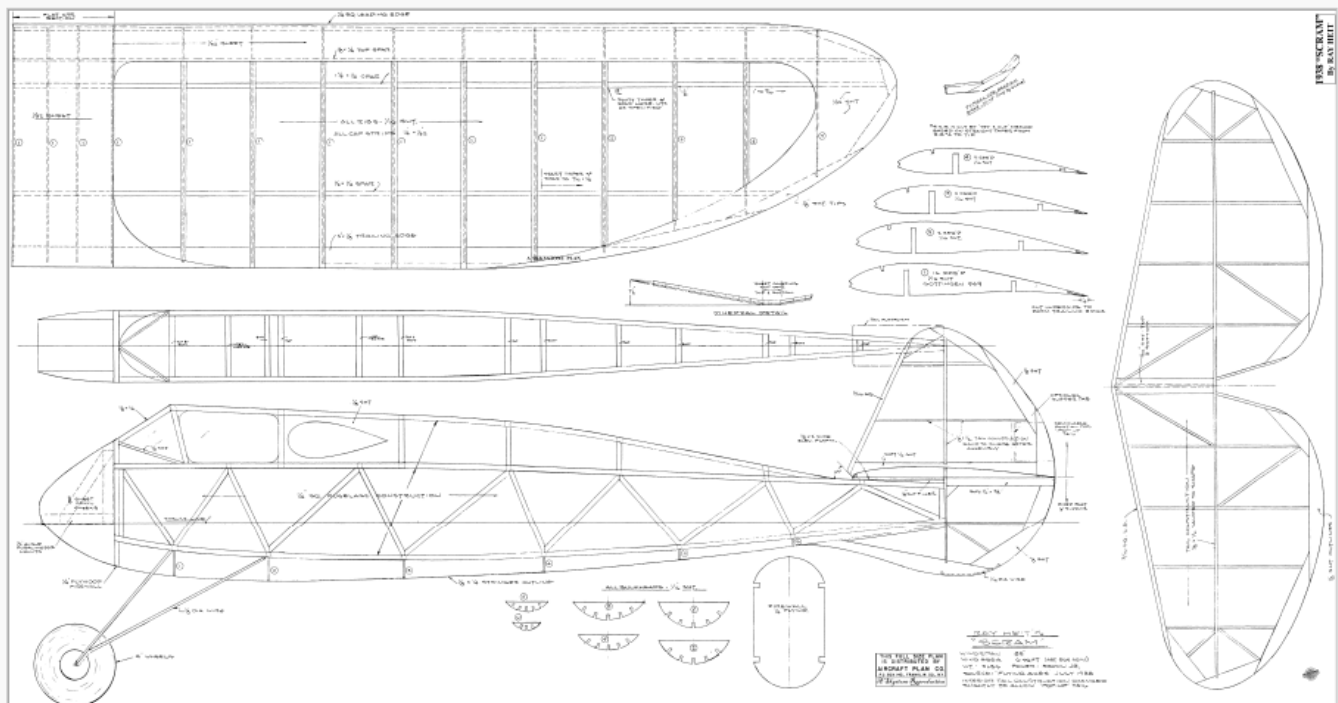
Here is another interesting vintage model I picked up in the latest issue of New Clarion, the UK Vintage on line magazine

<https://www.sam1066.org/clarion2024.html>

Scram. by Ray Heit from Flying Aces

July 1938 83in span

https://outerzone.co.uk/plan_details.asp?ID=2578



Looks like a relatively simple and straight forward build and suitable for Vintage E Duration and Precision, with the unlimited battery rule, you could power it well and be competitive and carry 12 Age Bonus points as well. **Ed.**

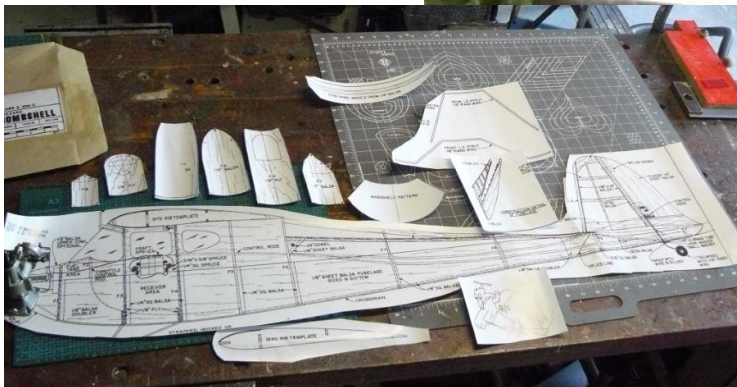
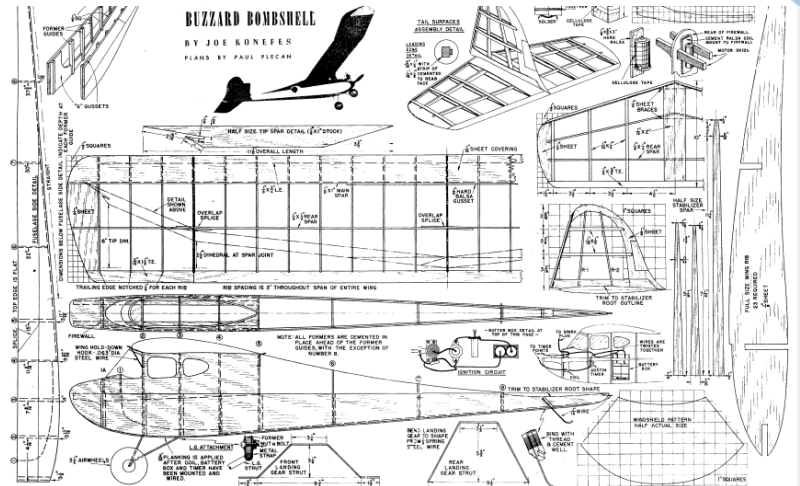


Our Southern correspondent, **Barry L** has embarked on his new Vintage project, and well into a Buzzard Bombshell. Outerzone https://outerzone.co.uk/plan_details.asp?ID=5360 an excellent Vintage flying model from 1940.

Barry writes; *The Buzzard Bombshell is progressing, I am conscientiously spending a little time each day to ensure progress. Despite my resolution to do a proper build log, things keep getting in the way of that task. Nevertheless I have managed to squeeze in a few pics. and they are attached, if I remember.*

The plan was printed on rather heavy gloss paper, a bit like B&W photo paper, and was too thick to roll and fold over the building board, so I had to cut it up into small bits, and it's actually easier to build on like this anyway. One pic has the blank ribs in the rough. There is also my master rib template. I spend a bit of time on these, from 1/4" ply with a substantial handle fixed on top. that lets me keep a solid grip on it, and fingers well away from the blade. The bottom has bits of 60 grit cloth stuck on to ensure it cannot slip. The edges are hardened up with CA, then coated with candle wax, so the blade runs smoothly. I find the effort on this is well worth it.

Many plans and builders simply advise to cut out rough rib "rectangles" and then shape them. But do you know what that does to a canny Scots heart?! All that wasted balsa !! Pure gie'in' me the boak! BL.



**** FOR SALE ****

November 2024 & ***Wanted***



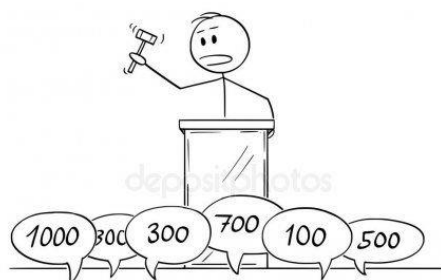
FOR SALE. RADIANT GLIDER; Like all these Radians it is getting quite old, it's had a few bumps but repaired quite nicely. I would like \$120 for it.



Please direct inquiries to me at 027 444 0336.
Trevor Doig.

**** WANTED ****

We have a couple of members keen to get into Vintage. If anyone has or knows of a good Vintage model available for Sale or Give-away, please give me a call and I'll see if I can help Ed. 06 8353896



A CLOSING SMILE. Nov / Dec 2024



An elderly couple returned to a BMW dealership, only to find out the car they wanted had just been sold to a stylish young woman.

"I thought you said you'd hold that car for us until we had the \$75,000," the man said, sounding disappointed. "And I just saw you close a deal for \$65,000 with that young lady over there," he continued, "even though you assured us there'd be no discounts."

The salesman shrugged with a grin. "What can I say? She had the cash on hand, and, well, look at her. Hard to say no."

Just then, the young woman walked over to the couple and handed them the keys with a wink.

"There you go," she said, smiling. "Told you I could get him to lower the price."

"Thanks, dear," the older man replied with a smirk.



Moral of the story? **Never underestimate the elderly!**

An old fisherman is walking on a beach carrying a few fish in a bucket. A game warden walks up and asks to see his fishing license.

"I don't have a fishing license," says the man.

"You know it's illegal to fish without a license, right?" asks the warden.

"I wasn't fishing, officer. These fish are my pets."

"Your pets?"

"Yes, officer. They like a little exercise, so when the weather's fine, I take them to the water and let them swim around. Once they're done, I give them a whistle and they jump back into my bucket and we head home."

The officer isn't buying a word of it, so the old man says, "Don't believe me? Just watch!" and he throws the fish into the sea.

The warden waits for a minute then says, "Alright, now whistle to your fish and make them jump out of the water."

The elderly fisherman turns to the officer and says,

"What fish?"

Exactly, and on that note,



From the Editorial Staff, Here's wishing you all A Very Merry Christmas and a Happy and Prosperous New Year

Model Flying Hawkes Bay . Dec 2024.