

# BARAGWANATH BAROMETER

*March 2022*



*1954 Auster J/5G 90% done (only 50% to go)*

# BARAGWANATH BAROMETER - MARCH 2022,

## CONTENTS

CHAIRMAN'S MESSAGE 1

BARA-G BRING 'N BRAAI FEB 22 2

AUSTER RESTORATION PROJECT 3-6

FLYING AN AUSTER (origin unknown) 7 -11

FIRST FLIGHT IN USA OF MESSERSCHMITT BF109G 12 - 16

ITEMS FOR SALE (Nothing on offer this time!)

CHUCKLES – Church Funnies 17



## Johannesburg Light Plane Club NPC

### **CHAIRMAN'S NOTE: February, 2022**

Well, the year just started and already we are at the end of the second month. As the all pervading threat of Covid seems at last to be fading, the desire of aging despots to arrange for other people's children to kill each other once more looms large. As I write these words, Russia has invaded Ukraine and Chinese sabre rattling around Taiwan is gaining volume while the USA and Europe have a vacuum in leadership.

Let's hope that the bloodshed is little and limited, but of course this is concerned with our flying club and not politics.

We continue to enjoy a fine airfield and a great group of people. Most things with the airfield are working nicely but we have certainly been slow to organize social events given the exigencies of Covid. The plan is now to start changing that and to get back to a reasonable level of use of our clubhouse facilities and educational events.

As usual, some of us have ideas as to what the desires of our members are beyond a dry and reasonably secure hangar and members are asked for any ideas to be shared with me. The idea with this issue is to re-start the Bara Barometer so that we have something of a newsletter and I would certainly be grateful if members could write about their aircraft, or other people's aircraft, or some other subject and let me have the submissions for the barometer. At the moment we are aiming to bring it out 4 times a year.

We have suffered a rash of failures of equipment but Martin Morris and Gerald Bezuidenhout have very kindly stepped up to the plate to resolve the various issues. One thing we are working on hard is trying to get the electric fence and main gate off the grid so that it will still be effective when the Eskom power fails. We are also looking at getting the clubhouse off the grid and arranging for gas geysers for the staff. The problems we have been experiencing with Eskom do not seem to be going away, largely due to the illegal connections being taken off our line to the burgeoning informal settlement just over the ridge line to the South. Those illegal connections are apparently supported by quite a militant mafia style group which tends to make Eskom employees somewhat reluctant to disconnect.

We have been consulting with some people in the security industry for ideas on how we can improve security at BaraG without unduly driving up the rates we would need to charge members.

A reminder to visit the website and review the joining procedures published by Don Lucas.

I include in this a few stories that appeal to me – I hope you enjoy them. If you want to improve upon them, articles would be gladly received (as I may have mentioned above).

Happy Flying.

## THE BARA-G BRING 'N BRAAI ON 26 FEBRUARY 2022

With the drawn out need to distance from one another socially over the last two years due to the Covid-19 pandemic, the Clubhouse has not seen much use, except for the aerobic competitions which were not heavily promoted to members simply to keep the numbers down to prudent levels.

As the Omicron phase has finally brought us to the point where most of the world has decided to live with the pandemic, we felt it was time to arrange an event at the Clubhouse again. Initially this was to be Burns Night, but it proved impossible to source a Piper or a haggis for the appropriate dates, and then it was going to be "Not the Burns Night" but finding a date which would suit also proved difficult, so we settled for the time-honoured Braai. With live music.



Richard plays "Hasie" (A Bad Moon Rising)

The Club provided music, braai fires, salads and some boerie from 1600 on Saturday and a motley collection of members and guests came to join the fun. Flyovers were provided by ZS-MCW and ZS-FHA as well as an incognito C-172 and the great Johan Maritz was to be seen accompanying Richard,



The braaimeisters at work!

## The Auster J/5G Restoration Project at Bara-G

I first heard of Austers when reading Captain W E John's "Biggles" books many years ago. Seemed a little sad after the Sopwith Camels and Supermarine Spitfires and other exotic planes of the earlier stories, but somehow they were far too modern for my boyish imagination. Nevertheless, I had a vague idea of British special air police rushing around in high wing tail draggers.

I am a fan of tail draggers, my WW2 pilot father impressed on me that if I wanted to fly "warbirds" (I did), then I would have to learn on a tail dragger. I duly acquired a J-3 Cub nearly 30 years ago now and learnt to fly on it. I occasionally saw Austers around and discovered that they were basically Taylorcraft aircraft transplanted to Rearsby in Leicestershire, strengthened and eventually re-branded as Austers. I knew the Taylorcraft because I remember the sight of an 85hp one catching and passing my J-3 with consummate ease. His built in headwind was clearly much less than mine - but I stayed a Piper loyalist largely because the Taylorcraft had horrid little control yokes where everyone knows there ought to be sticks.

The J-3, almost inevitably, led to the PA-18-150 Super Cub. This is because the Super Cub is very much like a J-3 but fast enough and with enough payload to be useful ("sort of") as transport for two. It was nice, too, but someone waved an insane amount of money under my nose and the Super Cub moved on.

My main destination when flying is my wife's farm, 800 km away from where I earn my living, and the "runway" is part of a field and 600 yards long. I got my hands on a Piaggio 149D which is retractable, aerobatic, moderately fast (140 knots) and commodious, but not capable of flying out of that strip which is in the mountains at 4000' amsl. So I have to land at a proper airport 110km from the farm and organise ground transport. So no replacement for my Super Cub, and the "insane" amount of money I got for mine now looks like chicken feed in the Super Cub market. I have a hotted up J-5 Cub Cruiser, but its 3 seats are really two and we tend to be four anyway.

The Piper PA-14 Family Cruiser started looking like a good idea, but they are rare and very "snug" so the vaunted 4 seats don't really look like 4 seats - and the only one I found in South Africa was not for sale. Then, someone said to me, "you know what you need? An Auster J-5G". Oddly enough, he had one for sale... (such a coincidence)

Well, I was not very interested. I had heard of the Cirrus engine before in the context of the Blackburn biplane trainer that looked a lot like a Tiger Moth, but had side by side seating. That was it. This one has a Blackburn Cirrus Major III engine with 4 stacks sticking out of the bottom of the cowling. The owner lent me the handbook and, as I delved through the pages, I began to understand what a gem the Auster is - assuming the handbook does not emulate the sales brochures of Italian exotica of the fifties and sixties where any similarity between the performance figures and the actual machine is purely coincidental.

It seems that Blackburn engine actually puts out 155 bhp, a little more than the O-320 Lycosaur in the Super Cub. The difference between empty weight and MTOW is almost 1000 lbs, for a useful payload some 40% better than a Super Cub's and the cruise is in the order of 95 knots at 33 litres an hour, almost exactly the same as the Super Cub. While not the easiest machine to clamber in and out of, the Auster is noticeably roomier than the PA-14. STOL performance is exemplary and enquiries around JLPC, where the Auster was well known when the owner still had his flying licence, produced numerous stories of derring-do - departures from short, hot, high airfields with 4 adults (and divers chattels) and flights up to Mozambique and elsewhere with groundspeeds comfortably over 100 knots. I had also noted that the aircraft has a proper operator input system - joysticks.

This happened to happen about the same time as an influx of loot from the sale of a classic car. So, intrigued, I bought it.

Studying the logbooks it is actually quite amazing that an aircraft of 1954 vintage has flown so little in the intervening 62 years - a mere 684 hours. Originally one of two imported to South Africa for crop spraying the logs show that the crop spraying career was short, with the aircraft coming to grief with barely 80 hours on the clock. Stored for a few years it was then rebuilt without the spray equipment and returned to service as a normal GA aircraft. It found a couple of long term owners who just did not fly very much, it seems, and the engine needed work quite often, mainly due to sticking rings. Well, that was all fixed, I was assured, and I see she starts easily.

I wanted to inspect the spars and found no inspection holes or zippers so asked a chap who works with fabric to cut me some. When he started the job he immediately phoned me and announced that the fabric was "finished". Apparently he inadvertently put his hand through it by the simple expedient of resting his hand on the upper surface of the wing. It went through the surface. So, there and then, it was clear the Irish linen had to go and a new covering would be required! Joy! (Not).

Fortunately I had joined the Auster Owners Club and was soon asking about the ins and outs of the job. No-one local was very keen to do it and time was quickly ticking away (as it does). At one stage I really fancied using the Oratex system and was on the point of buying it when the great Theuns van Vuuren announced that he needed work and could start immediately, but only if I was prepared to use the "Poly-Fiber" system with which he is familiar.

I consented and bought the materials whereupon we set about dismantling the plane with gusto - even my youngest daughter got involved, tearing off great strips of fabric which had looked really quite good but tore like Christmas wrapping. It was great fun.

A close inspection of the structure found that she was very sound indeed, and the supervising AP pronounced himself happy. Theuns was working with a will and then the big debate started about what colour to finish her in. I had decided to leave the metal components on the nose "as is" to avoid unnecessary delay and expense, and Theuns soon had the tail feathers and fuselage re-covered and resplendent in silver. I had fancied a white and red scheme, but having seen the silver and red I found I liked it and had been done to a greater and lesser extent before, so we went with a silver top coat as well and red accents.

She is now 96% done, so there's only another 50% to do... The new bungees are in place, the avionics are overhauled, the brakes are overhauled and she has run again in her new skin. With luck I hope to fly before year's end. Here I carefully omit reference to exactly WHICH year!

Here follow a few pictures of progress. I have taxied the aircraft around baraG quite a lot in an effort to get the hang of getting in (not too hard) and out (generally more of a fall) and have a healthy hatred of the toe brakes someone fitted – I am much more used to the heel brakes of the Piper Cub variants I actually fly.

Ron Wheeldon





## FLYING THE AUSTER:

What it was like for the pilots of the Air Police - describing the characteristics of aircraft as flown by Biggles & Co.

\*\*\*\*\*

THE AUSTER has been described as a Taylorcraft made by a British anvil factory. A little unkind, perhaps, but it is also said that there's no smoke without fire. The Auster did indeed begin as a Taylorcraft, and its resemblance to the well-known Piper Cub is a family one: they were both designed by C.G. Taylor, a British expatriate living in the US. The RAF originally ordered a licence-built model called the Taylorcraft Auster, the latter word being a term for a warm south wind. Wartime shortages of American engines led to the installation of Cirrus and Gipsy engines, resulting in the well known cowling shape that shouts "Auster!" British ownership of the design followed, along with many varieties of this fine but sometimes maligned flying machine.

Military versions came in the Marks 1 to 9, civilian versions in the J series, primarily the J1 and J5. The machines operated by the Air Police would be J1's, possibly updated with J5's in the mid 1950's. Most looked alike, the main differences being in the short-wing J5F and the bulkier cabin of the J5G. Contemporary illustrations suggest that neither of these were in Air Police service. Accordingly I shall write about the J1B, which is the most likely version to have been used.

The Auster is a fine piece of classic British aircraft construction. Ergonomics was a term unheard of in those days, and I suspect it would have been frowned upon if anyone had explained it. Primary rules for British aircraft

design were that one should not create difficulties, when with just a little extra effort the result could be totally impossible. Controls should be either out of reach, or have sharp edges, and instruments are best installed with a shotgun. The Auster meets all these requirements, but still manages to be a fine flying machine, and a great pleasure to be in. The pleasure, of course, may simply be reaction at having successfully performed the remarkable contortions needed to actually get in.

Some Austers, Air Police ones included, had the luxury of an electric starter; most had to manage by the handraulic system, sometimes known as the Armstrong Starter. This involves putting chocks under the wheels (the brakes are largely for decorative purposes), lashing the control column back with the seat belt (to avoid tipping on to the nose, should the engine start a little too enthusiastically), priming the engine with many pumps of the inconveniently located primer (involving either the insertion of a piece of bent wire through a hole in the cowling, or cutting losses and simply removing the cowling panel while working), and then repeatedly moving back and forth between cockpit and propeller, to complete the various stages in the procedure before actually handswinging to achieve a start. This is much simplified when two people are available, but on your own it resembles the work of the proverbial one-armed paperhanger.

Having gone through a starting procedure comparable with casting off the Queen Mary, the Auster is now ready to taxi. This is achieved by advancing the throttle appropriately, holding the stick hard back (for the same reason as before) and steering with the rudder pedals. The rudder is adequate for this purpose as long as the wind doesn't exceed about eight knots from the side. Brakes help, but not much (same reason as before), yet with skill, dexterity and luck, we find ourselves at the hold point ready to fly. With the luxury of being stopped, the checks

can be carried out without the unique Auster design features being unduly prominent. Once airborne, however, these come to the fore splendidly. First comes the need to raise the flap. The flap handle is located beside the pilot's left ear. Changing the flap position requires that the handle be pulled forward, then up or down as needed, and then back in again to lock the handle. This would be reasonably easily done with the left hand, if it were not for the fact that the left hand is flying the aircraft, while the right operates the throttle and other controls. Thus we have a choice: to change hands on the control column, making the left hand free, or continuing to fly with the left while placing the right arm across the face to operate the lever right handed. This gives a new meaning to the term "blind flying."

Raising the flap causes a change in aircraft trim. Easily controlled by the trim wheel, located in the ceiling just above the pilot's right ear, it naturally requires the use of the pilot's right hand, which is currently either stretched across his face or gripping the control column. Having changed hands again, the trim wheel is adjusted. The handle resembles (and probably is) an old fashioned car window winder, set horizontally in the ceiling. A movement of half an inch is enough to induce a violent pitch change, so a little subtlety is desirable. Knocking the handle in flight with your head, which is quite easy every time you turn to look at something, can result in interesting manoeuvres. The window winder is presumably used for the trim because it isn't needed for the window. This slides back and forth as needed, like the window of an old Mini I used to drive. The similarity continues with the cable along the door, which operates the door latch when pulled. But enough....we are at least airborne.

Climbing at 70 mph, we proceed around the circuit in leisurely fashion. Nothing happens fast in an Auster, until after landing, when a variety of dramatic events can befall

the unwary. In the turn, the view is good, as we can look out through the generous Perspex of the ceiling. The compass seems to be stuck, but that's because it's actually the fuel gauge, reading a constant heading of fourteen gallons. The real compass is cunningly concealed at the top of the canopy. On some Austers it reads backwards due to the need to read its reflection in a mirror. But was anything easy ever worthwhile? After a sparkling downwind leg at 90 mph, we throttle back for the approach. A nice speed is 60 mph, reducing to 50 at the fence, slower if solo. The Auster will land almost anywhere. It is manoeuvrable, flies well at slow speeds, and with the long-range tank will stay airborne for over four hours. Seating four in some discomfort, the performance suffers with more than two on board. The canopy is moulded to the shape of the rear passengers' heads, so it's as well to be short if you're sitting in the back. Space for 120lb of luggage completes the Auster's capability, but its likely performance with full fuel, people and luggage doesn't bear thinking about.

The typical operation of the Air Police would see the Auster at its best. Usually one or two crew, minimal bags or equipment, and the aircraft would happily carry full fuel and still give good results. It would have range to handle flights to most of Western Europe, if a trifle slowly. Where there was a need to land "off-airport," as often happened, the Auster would shine. Longer range trips would best be done in the Proctor, or one of the more modern machines used later in the chronology of the Air Police service.

Back to landing. Crossing the fence at 50 mph, full flap extended and hands back in the appropriate places, a three point landing is very satisfying. A good one is a pleasure because of its rarity. Keeping the stick hard back, a rapid dance on the rudder pedals will keep the aircraft straight until it is stopped. Breathe again, then focus on taxiing. Austers delight in catching pilots unawares, so no

relaxing till the aircraft is tied down or in its hangar. Thus terminates another joyful adventure with an aircraft of character. I'm sure Biggles and his crew found Austers to be challenging, reliable and very useful - but also a lot of fun.

Zorotov: "We shall meet again."

Biggles: "If we do, the pleasure will be all yours."

## FIRST FLIGHT OF A MESSERSCHMITT Bf 109 G IN US AIRSPACE



In the US of A, there's quite a remarkable man named Jerry Yagen who has a truly awesome flying museum near Virginia Beach, Virginia, and to whom I was introduced a few years ago. He is a true warbird enthusiast, among the few with the wherewithal to indulge his passion. He also runs the Aviation Institute of Maintenance, a string of colleges which train "aircraft mechanics" (as they call them in the US) to a very high standard. He invited me to visit him and I was very keen to do so having heard of his collection and of course fascinated by the man who had taken on the daunting task of getting a Mosquito airframe built new, from scratch.

When I arrived in his office, he mentioned that they were – that very day – putting the very first Messerschmitt 109G "Gustav" to fly in US skies into the air for the first time. This almost overshadowed the Mosquito as a rare treat. As much as I acknowledge the role of static exhibits in museums as preserved artefacts, they do not communicate the reality and presence of a living thing like a live operational aircraft. To me, the comparison is a bit like comparing a store mannequin to a live model on a ramp. The one gives you a general but emotionless idea, the other can take your breath away.

Jerry's airfield with its British control tower and grass runways is a wonderful place to spot a warbird – he has a large number of them and they look the part. The 109 parked on the grass complete with swastika (illegal in Germany!) with its small team of ground crew took me back the 70 odd years to when these were warplanes doing what they could to protect German skies from the Allied bombers that were devastating German cities and factories. Unlike the "109's" of the Battle of Britain movie and the one I knew at Duxford in the nineties, this one sat there complete with a genuine Daimler-Benz DB605 inverted V-12 engine. The DB605 was the most produced of the DB600 series with some 42 400 produced out of some 73 000 in total, but today it is a very rare engine indeed. Displacing 35.7 litres, it produced 1 475 BHP at 2 800 rpm. The advantage of the inverted V is the lower centre of gravity and narrower top of the engine, allowing somewhat better visibility to a pilot sitting behind it.

---

The DB605 has an inertia starter, common on German aircraft of the era. On some, this meant winding up the flywheel with a handle, that typically took two men to crank it so that the flywheel would have enough inertia to turn the engine to starting speed when the starter clutch was

engaged. In the G model, there is additionally an electric inertia starter that spins the flywheel up to speed, generally using a GPU for enough electricity to achieve this.

Watching the aircraft start up, this is very noticeable as there seems to be a long period where the whine of the flywheel being spun up gets louder and louder and then – explosively – the engine bursts into life. It is a far more abrupt start than a Merlin and the sound is deeper, much more gruff than a Merlin. It settles down into a slightly syncopated beat with a crackle to the sound that makes it sound highly tuned – like a hotted up Merlin. Somehow it matches the character of the aircraft. Talk about the dark side, it comes over as the Darth Vader of the aviation world. The pilot that day was Canadian dentist Richard (“Rick”) Volker, invited to come and fly because of his extensive experience in flying the Emil version of the 109. He likes the aircraft, but sees it, nevertheless, as sinister. In his own words:

*“This beauty belies great underlying strength. Open any compartment or cowl, move any lever or switch, and your impression is of precise fit and finish. The wings are small. The tail is tiny. The aircraft is built around the massive Daimler Benz DB605 masterpiece of an engine as if its creators had vacuum formed every part, so as not to allow 1 mm of space to enlarge the final product. This aircraft is significantly smaller than other contemporary fighters. Think of an armoured Extra 300 with 1500 hp., painted in shades of grey and black. The dark soul of this aircraft would turn any other paint scheme black in one flight. In comparison, shark tooth paint schemes on other fighters seem like aircraft codpieces.”*



*Rick Volker discussing the 109 after landing*

I have had a seat in a Merlin engine 109 (a Bouchon) and can attest to its relative tightness around the pilot, there is very little space. I describe the process of strapping into a Hawker Hunter as “putting it on” and the 109 is that, but even more so. It is little known that seating position of the

109 is way ahead of its time. Like in a F-16, the pilot is reclined, his legs and feet are raised – an advantage in dealing with the effects of G forces so the 109 pilot would experience less stress - G for G - than his opponent in a P-51 or a Yak or a Spitfire. Some have described the 109 as the most technologically advanced fighter fielded at the beginning of WWII and the seeming conundrum of a fighter that was blooded in the Spanish Civil War still giving a good account of itself against much newer designs in April 1945 is more than partially explained by this little realised advantage, amongst others, not least the water-methanol injection available. The brilliance of the design of both the DB601 engine (in the earlier variants) and the DB605 was direct fuel injection and a fluid drive coupling to the side mounted supercharger allowing a varied drive, certainly in the second stage. In the Gustav the handling of the engine, indeed all the controls, is carefree with single lever operation of throttle, mixture and propeller.

A bit like a Sopwith Camel, the stories of bad behaviour by 109's on the ground are so numerous they have filtered through to people who wouldn't recognise a 109 if they walked into one. My time with the Bouchon two decades ago did not include a crack at flying it and I have not made it into a 109 cockpit since, so I must go back to Rick to describe it:

*“Bf109 take-off drama is the stuff of nightmares. Everything you have ever heard is true. German aces all experienced loss of control accidents. Recent test pilots have not been immune either. Everyone will be challenged to the limits of their ability sooner or later. I thank German ace Oskar Boesch for giving me my Bf109E check out. Despite this preparation, the Bf109 has at times required everything in my playbook, all in one moment, to keep under control. I treat this aircraft as a priceless jewel, changing all parameters of use to limit risk. Never use hard runways. Never accept more than a 10-knot crosswind on grass. Never use runways with any obstructions anywhere in sight. Running off the runway should involve embarrassment, not injury.”*

He continues:

*“Poor ground handling traits are only partly caused by the narrow wheel track. The extreme tipped outward angle of the wheels as they meet the ground is what instigates most excursions off of the runway. If any more weight is placed on one main wheel than the other, that wheel gets more traction and turns the plane to the other side. Every bump, crosswind, and the rotational torque from any power change makes this craft carve a turn like a bicycle wheel rolled while leaning to one side. Watching a Bf109 take off on grass from behind sheds much light. Once the tail comes up, the aircraft yaws to the side by 10 degrees. Each tire struggles for dominance over the other. Grass is thrown out in little rooster tails. Imagine each wheel as a heavyweight boxer in a title fight, with you as the undersized referee, too weak to guarantee complete control. To stop a divergent arcing turn, there is at your disposal one tiny rudder optimized for high-speed flight and weak brakes that were rarely needed on large, open fields. Ground stability is further degraded by the high centre of mass of the engine and the overpowering gyroscopic behaviour of the propeller.”*

Thanks Rick, that has about convinced me never to try one – but what is it like in the air?

*“The E model has a lightning fast roll rate and response at slower speeds, but stiffens up to match the competitors from cruise speed and up. The G is slower in roll than the E but varies less with speed change. Roll performance in the G is similar to the Spitfire Mark IX but feels better at high speeds. Elevator forces in the Spitfire are always light. The Bf109E and G have elevator forces that increase logarithmically with speed. The stick forces used in pulling out of a fast dive reminds one that German pilots were naturally assumed to be strong. Pilots are advised not to use trim to compensate.*

*Fluid yaw stability is a shared trait of all the Bf109 series. It wants to be told what to do with the rudder every second and it delivers instantly, giving opportunity to yaw with minimal drag for a deflection shot or to provide subterfuge and evasion. Precise controls feel hand made and adjusted like a fine watch. Move anything one mm, and you will get exactly one mm of aircraft movement,*

*with no slop or delay. There is the feeling of enough airframe rigidity and strength to fly through a tornado unscathed. Controls for radiator and propeller are switched into automatic once gear and flaps are retracted. All that is left is a desire to hunt.*

*Wing loading is high, even for a WW2 fighter. Leading edge slats automatically drift out during increased angles of attack to mimic a larger wing. It works brilliantly. On paper, the Bf109 should not be able to stay with a Spitfire in a turn. In the real world, half of the German aces claimed they were always able to stay with Spitfires and Hurricanes in turns. How is this possible? The Bf109 accelerated stall behaviour is more benign than its competitors, allowing highly skilled pilots to fly closer to the edge of control without penalty. At any speed and G load, slight relaxation of the stick instantly returns the stalled wing to normal flight. While the winners of wars have written the history books and declared the Spitfire as King, I agree with the German aces that the Bf109G is every bit the match of the Spitfire Mk IX in overall flight performance.”*

More 109s were built than any other fighter, ever. Some 33 000 in all. The 109 was also the most successful air to air fighter ever built. It is now an accepted fact that the claims by fighter pilots and others in WW2 of enemy aircraft destroyed were exaggerated, but even with that in mind, the record of the 109 in combat is unequalled. I mentioned Erich Hartmann’s 352 victories, but although his achievement was exceptional, he was not only the only German ace to be credited with 300+ kills and the fact is that over 100 German “experten” claimed more than 100 and 40 more than 200 – the vast majority scoring all or most of those flying 109s – for a total of 15 400 Allied aircraft – just by the top 100 for an average of 154 each. Contrast that with allied aces where very few exceeded 30 and none officially exceeded 40 and the difference is stark.

So, notwithstanding its limitations, Willy Messerschmitt certainly got something right!



The Gustav shuts down in front of the Corvus hangar (salvaged and shipped across the Atlantic from Berlin) which houses Gerry’s German collection, with the PBY 5A Catalina in the background.

**These are actual clippings from church newspapers. It's amazing what bloopers a little thoughtful proof-reading could prevent....**

National PRAYER & FASTING Conference: "The cost for attending the Fasting and Prayer Conference includes meals".

"Ladies, don't forget the rummage sale. It's a chance to get rid of those things not worth keeping around the house. Don't forget your husbands."

The Sermon this morning: "Jesus Walks on Water". The Sermon tonight: "Searching for Jesus".

Don't let worry kill you - let the Church help.

At the evening service tonight, the sermon topic will be "What is Hell?" Come early and listen to our choir practice.

Scouts are saving aluminium cans, bottles and other items to be recycled. Proceeds will be used to cripple children.

For those of you who have children and don't know it, we have a nursery downstairs.

Please place your donation in the envelope along with the deceased person you want remembered.

Attend and you will hear an excellent speaker and have a healthy lunch.

The church will host an evening of fine dining, superb entertainment and gracious hostility.

Potluck supper, Sunday at 5.00pm - prayer and meditation to follow.