

I know some of us can and need to work our normal job but we can also use the time to catch up on repairs, build or finish that model that's been tucked away for a while, spend time chilling out or as in my case, get into the garden or tidy the workshop so I can actually do some modelling.

I'm aware that there are some who, with underlying health issues, are now at even more risk. To you and everyone take it easy, take care, be safe and we'll see you all when it's over.

Philip Gibbison

President

Committee Meeting notes for February / March

As someone has said - we live in interesting times. I find it quite amazing how quickly our usual way of life has changed with the Covid-19 pandemic. My thoughts and prayers are for the many people and families affected in one way or another by the current national shut-down, and especially for those who have been infected with the virus. We can only hope the measures put in place will see a halt to the spread of viral infections and a return to 'normal' life.

Club activities over the past two months have been affected by the on-going drought conditions in Marlborough with the ever-present risk of fire. Maintenance around the park has been largely trying to keep trees alive with watering. Boating has continued as has flying at the Tuamarina site and with slope soaring. Train rides have been carried out with the club loco and electric or petrol engined locos on the raised and ground level tracks. We appreciated the help of club members from Christchurch, Gore and the West Coast with their locomotives at Heritage Day in February and everyone had an enjoyable day. The boat pond and yachting activity was popular and the hire of pond yachts was a good draw for young people.

Construction of the ground level track lifter / loading device has been completed after a few hiccups and will prove very useful. The hoist has been overhauled with new seals fitted and the oil replaced and now works and turns much better than it has for a long time. Mowing at the Tua Marina flying site is now been carried out by section members using the club ride-on mower, and while this takes a few hours to do, it seems to be working at present. We appreciate the work of Errol Morrison who mowed the site for a long time, and thank him for that and trust he will enjoy his retirement.

We welcome new member Iain Holdaway to the engineering Section and trust he will enjoy his time with us.

The Annual General Meeting of the club was due to be held on Tuesday 14th April in the clubrooms, but the national shut-down has put that on hold for a while, at least until we are able to get together again to hold

meetings. The Committee is discussing the way ahead because we need to elect officers, committee members, set subscriptions and pass the annual financial statement as part of our statutory obligations. We will advise members of what is decided in due course.

Until then, take care of yourselves and keep well.

Nigel Wood
Secretary / Treasurer

Heritage day 2020





Boat report

No report from Philip this newsletter.

All activities and working Bee's etc at the Park are postponed until after the lock-down ends.

Flying Section Report

I hope everyone is keeping well. With the country in lock-down with the Covid-19 pandemic there will be no activities or maintenance at the club.

The Slope soaring is over for this season, daylight saving finishes before the lock-down is over. All the slope soaring was at Meadowbank Station and we had some really good days. The season highlight though came at the end of one of our last sessions, Philip Gibbison was the last man flying and was told he had the sky to himself and have some fun, he finished with a screaming high speed inverted pass down wind across the top-dressing strip about three feet above the ground, pushed up and rolled the right way up and did a quick U-turn and did a nice landing into wind at the edge of the runway to cheers, applause and laughter from those watching (It was not exactly what he had planned to do). Flying at Tuamarina had been going well with many new models showing up at the field in recent times and flying learning new skills.

In February I had the nervous pleasure of test flying Errol's Great Planes 15cc Skybolt bi-plane which flew very well with only minor trim adjustments required.



Errol and his Skybolt prior to the test flight and without the final details and markings applied.

Trev Faulkner has been taking some aerial photographs with his Quad (see below). He has also mentioned trying some IMAC aerobatics with his petrol powered Extra he bought from Gary, I might even have a try at that myself with my Extra 330L. For more on IMAC aerobatics see

<http://www.mini-iac.org/Downloads>

from the MFNZ website. I am not really into competition but it is good to have goals to achieve when flying and it will hopefully help my general flying skills.



One of Boycies fleet taken last year



Electric glider launching, earlier this year.



MAMS Flying field Wednesday morning Glider flying February 2020

This lock-down has given me a chance to get back into my F6F Hellcat build project that had stalled for years.



Cowl Frames



Cowl Planking started



Sliding canopy design



Preview of cowl and canopy installation

Still lots to do, the wing is almost half built, flaps and ailerons need to be made, then there is all the finishing and detailing. Overall I am probably halfway through the project.

Take care of yourselves.

Looking forward to flying again.

Carl M.

The Soaring Scene

I'm sitting here at the computer and wondering why I've never thought to buy any micro R/C gear suitable for flying in the back yard. I don't have a very big area and while I'm sure I could construct a small enough model to fly in a basketball court, I'm not so sure about the backyard - without intruding on the neighbours of course. Something to think about in the weeks ahead. In the meantime I've just watched a perfect flying day go by (the 25th) and my expectation is that every Wednesday and Saturday morning for the next month, and maybe longer, will be perfect weather for soaring - Dang!

On the competition front there has been plenty of action in the last 2 months with some outstanding performances and the appearance of a few interesting models. Not wishing to bore everyone with endless detail on individual flights the following are competitors totals in the events that we have flown since the last newsletter:

Event 71 - ALES 123 Radian

Phil Elvy	1173
Garry Morgan	1166
Carl McMillan	1140
Rex Ashwell	1083
Trev Faulkner	930
Phil Sparrow	915
Peter Smith	656

Event 72 - X5J

Rex Ashwell	2495
Garry Morgan	2393
Phil Elvy	2318
Carl McMillan	2309
Phil Sparrow	2288
Peter Smith	2256
Brian Mogford	2201
Trev Faulkner	2194

Event 74 - ALES 200

Rex Ashwell	2273
Phil Elvy	2272
Garry Morgan	2130
Carl McMillan	1726

Event 75 - ALES

Rex Ashwell	1409
Garry Morgan	1404
Phil Elvy	1400
Phil Sparrow	1353
Chris Richards	1312
Carl McMillan	1260
Trev Faulkner	1056
Peter Smith	849

There was some excellent flying done by everyone, not always shown in the scoring. There are times when conditions change during the competition and anyone can be caught out by the lift going AWOL mid flight, but everyone in the group is capable of being at the top when things go right. The competition can be fierce at times - look at the result in ALES 200, that's a 1 second difference after four 10 minute flights. Notable flights included a new NZ record in X5J, just 1 second away from equalling the NZ record in ALES Radian and a very creditable effort from Chris Richards in his first ever competition, also in Radian.

What will happen to NDC now? Who knows, I guess it depends a bit on how long the lockdown lasts and how quickly we establish a new normal in the future. Regardless of what happens everyone's models should be in top condition when we get started again as we are now in a period when maintenance instead of flying is the only option.

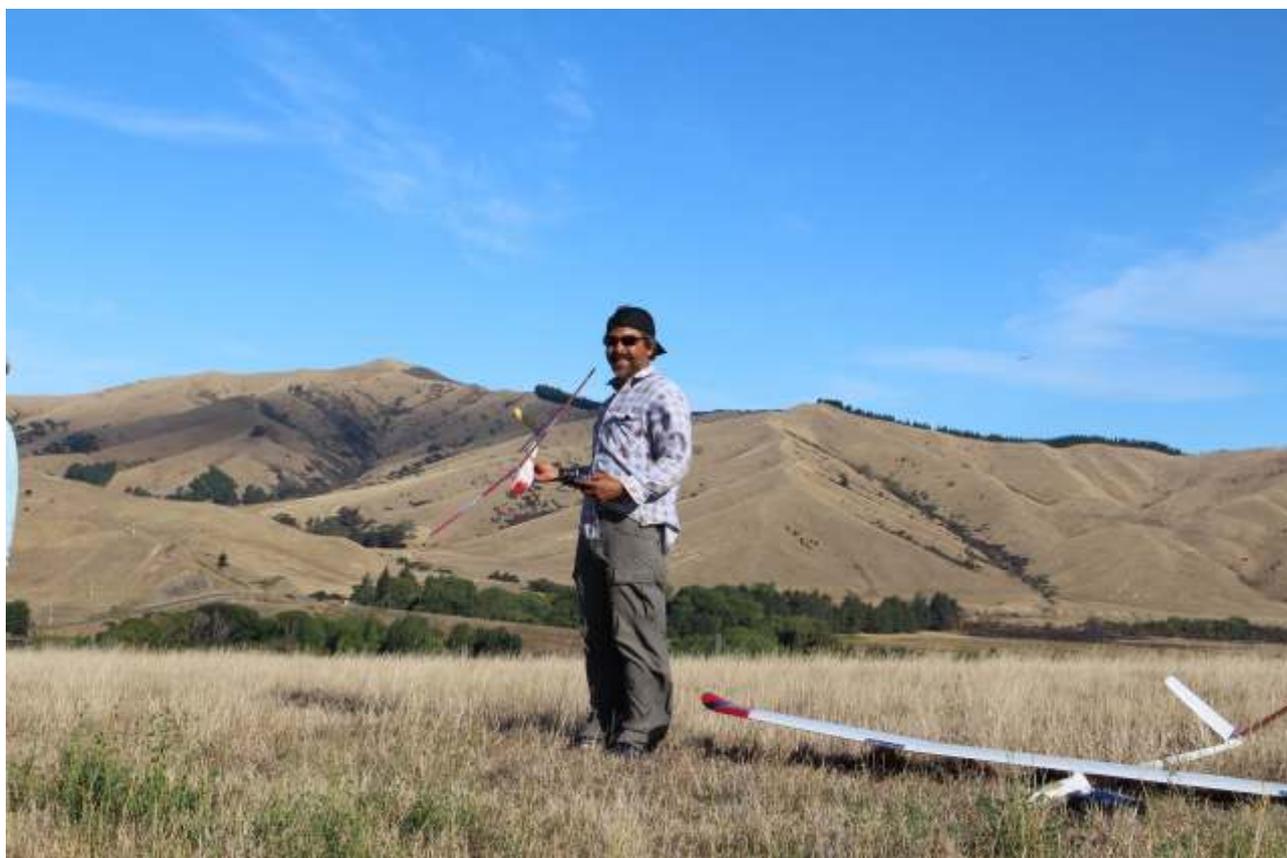
This of course is from the viewpoint of someone used to staying at home, that won't be the case for everyone and some will be involved in essential services - good luck to those people and thanks for looking after the rest of us.



Phil Sparrow recently test flew a newly built model at Quaildale. This is an "Inside", a 2.9 metre model of conventional construction built from a laser cut kit. At a shade over NZ\$300 for the kit, plus relatively low cost equipment, it's great value for money and looks likely to be very competitive in Phil's hands. One of these would be a great project over the next month - sadly it's a bit late

to get one this time around. Phil made a lovely job of this model - I really like the colour scheme.

Also on the building front, Garry Morgan has been applying his considerable skills to developing a competitive composite construction model for electric soaring. He was fired with enthusiasm after we competed in Christchurch last December and has been slowly perfecting the techniques required to build a 4 metre wing-span model light enough to be competitive and strong enough to withstand the rigours of competition. This is no simple task as he is designing the model from scratch, making all the plugs and moulds then cutting the foam cores for all the flying surfaces. Then comes the demanding task of applying the fibreglass skin and carbon fibre strengthening. Researching the materials has been a major task on it's own and acquiring them has been equally demanding, to say nothing of the cost involved in all of this. I apologise for the lack of photos but all the parts produced so far really look the goods and we all await the arrival of another Morgan masterpiece.



We have, since the end of November, once again been enjoying the company of Steve Windsor on his annual pilgrimage to Picton from Daintree in North Queensland. It's hard to imagine a more enthusiastic bloke than Steve, whose smile never leaves his face at the flying field. While here he produced an array of small foam models to his own designs, all of which flew (some even flew well) despite their relatively diminutive size. He was very keen to get into slope soaring and when he finally struck a night when the wind was ideal for his model he was practically dancing with delight. Like many others, he and Sally

had to curtail their visit and get back across the Tasman before the borders closed - they'll be back in the tropics and nearing the end of their 14 day penance by now.

Numbers have been low most nights for slope soaring, usually about four people, which is a pity because we have had some great nights in a variety of conditions ranging from almost too light to fly through to almost too windy to fly. It's always fun but a couple of weeks ago there was an incident that left us all going home with big grins. Phil Elvy, Carl McMillan, Philip Gibbison and I were enjoying flying in a brisk southerly and after 40 minutes or so the breeze dropped a bit and the lift dropped considerably, so three of us landed which left just Philip flying, his model handling the lighter conditions beautifully.

Now the Prez is not normally a flamboyant flyer, but with the spectators calling for some tricks he dived away from the ridge and performed a half loop to show off his inverted flying skills. That left the model coming back towards us, downwind at speed and upside down - about this stage he ran out of ideas completely having reached that point where his mouth fell open and stopped his brain from working. The model scorched past us, inverted and less than a metre off the ground while Philip hung on desperately until it had passed over the ridge whereby his brain switched on again, he did a neat roll, a 180° turn and quickly landed - one of the best acts I've seen in a long time. While we spectators cheered, the pilot took a moment to regain his composure, actually quite a few moments as he appeared to be in shock. The photo below was taken on a different night but his reaction was pretty much like this.



I've been casting around for a silver lining in this cloud that has settled over us and finally decided that one good thing is this is an opportunity to work on your models - make the most of it.

My other hobby of woodworking will also help me through the next few weeks and I'd like to repeat some words posted on the Centre for Fine Woodworking's site:

I'm dropping the word "Lockdown" from my vocabulary.
I prefer to think of the next 4 weeks as a Rahui (a temporary ban)
because this is about honouring the earth,
protecting the people and nourishing the spirit
All for the greater good.

Rex

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MAMS Membership and Subscription Structure

Ordinary Member (all Sections)	To be decided at AGM
Family membership	To be decided at AGM
Junior Member	To be decided at AGM
Country Member (+40km from Blenheim)	To be decided at AGM
Life Member	Nil.

Members may belong to any or all of the following Sections, for one Ordinary Membership fee:

Engineering - Boating - Flying.

*Flying Section members may join **MFNZ** (Recommended) for an **additional annual fee of: Senior \$95 Junior \$30, and Family \$100, paid to MAMS.***

*NOTE: MFNZ Fees must be paid to the club before **31 March**. NEW members joining after 1st October only have to pay half fees, however existing members renewing late, will still need to pay for a full year. Carl McMillan is the MAMS MFNZ Contact person regarding any MFNZ membership issues.*

For on-line payments members just have to use the club account number, give their name and purpose of payment, i.e. **MAMS subs**, and/or **MFNZ subs**.

SBS Bank Account number is 031355 0512739 00

Subscription Policy: Financial membership shall cease if the required subscription fee has not been paid by the **31st of July**. **Non-financial members are not covered by our insurance policy and therefore cannot operate their models at our designated sites**, and they do not receive a Newsletter.

(**New** members who have joined and paid their Subs from December 2019 onwards are still considered paid up club members for 2020/2021 year)

Those who have paid their subscription since the last AGM may collect their membership card and receipt from a folder on the notice board in the clubroom. Anyone not wishing to renew their membership please let the treasurer, or a committee member, know. If any flying section members are not renewing their membership could they also return their key to the flying field.

Publication dates: 1st week of February, April, **June**, August, October, and December.

Please get any items (Notices, articles, or for sale items etc) for the **June** issue to the editor a few days before the end of **May**.