



strong winds. The annual Model of the Year meeting is fast approaching on Tuesday 11th December at 7.30pm in the clubrooms. Members are requested to plan to attend and to bring completed or in-progress projects to show and to enjoy a time of fellowship together. We have had the pleasure of seeing and sharing the results of many hours of labour in the models which have been displayed over past years. It is encouraging for those of us who may not have the time or opportunity to engage in our leisure interests, so please bring your models and projects along to share.

We welcome Mark Church, Grant Craig & Gary Graham as members of the Society with interest in the boating section and Henry Hollyman as a junior member in the engineering section and trust each one will enjoy their time with us.

Our Society still awaits a decision from the Model Railway Club concerning our requirement that any club wishing to erect a building in the area of Brayshaw Park under our jurisdiction will need to be members of this Society.

Spring has brought increased growth to shrubs, grass and weeds around the Park and we are trying to get on top of keeping it under control. One reason is to reduce fire risk with long grass over Summer. We will need to start sprinkler irrigation of the plantings because of the dry weather forecast for coming months.

Construction of the raised track traverser has commenced. Fencing and posts around the tethered car track have been removed in an effort to tidy the area and it is intended to replace the car track with a grassed area which is easier to mow. A long-term project has been proposed to install a branch line for the ground level track which will pass by the station/ticket box and around the south side of the club room to join back with the main line. This is planned to improve passenger management for both raised and ground level track systems. A start has been made by erecting a barrier fence alongside the road to protect the track and train operations.

Heritage Day 2019 preparations are under way and all members are asked to be available to help with the day's activities. Our boat pond with yachts will be back in action and will be a great attraction for the public to view but needs members to operate the boats and model displays. Miniature train rides will be available but help is required with passenger management during the day and relieving in the ticket box. There will be a static display of models in the club rooms and models are required for the display plus help with manning the display during the day. We have been asked to provide four people for one hour during the day to help with gate and parking duties. Members are asked to provide their own lunches but morning and afternoon teas will be provided in the club rooms or upstairs signal box. There will be a BBQ evening meal which in past years has

proved to be a great way to end the day's activities and a chance to enjoy meeting with others. The club will provide sausages and soft drinks but members are requested to bring a salad and dessert (and BYO if desired) to share in the pot-luck meal. There will be a reminder sent out during January.

Nigel Wood  
Secretary

### **Boat Report**

Some very good days have been had on the pond recently with up to a dozen boats sailing at the same time.

We had a child's birthday party at the pond a few weeks back, this was the first time I know of that we've had a party specifically at the pond with the family asking to use the pond yachts. There were a lot of kids there and we had a very enjoyable time, they all enjoyed the boats and train rides.

There have been new boats seen on the pond, Mark Taylor has built two starlets and John Henson has finished his 650, both sail very well.





Section meetings have been going well with more members coming along as the weather warms up.

Notable was the development of a working torpedo, should look good when being fired by his MTB!



Among the discussion at section meetings have been cleaning the pond using a vacuum system to suck up gunk off bottom, along with some of the pond water and drain onto the grass around the pond.

We are looking at lining the harbour area and filling it with water. This would negate what we see has a hazard area and give us another smaller pond to use, we would also remove the wharves.

Another thing we are looking into is a system of getting boats into and out of the pond, lessening the probability of people falling in while launching or retrieving their models.

Model of the year, Tues Dec 11<sup>th</sup>, don't be afraid to bring something to show or just come for the enjoyment of the company of other club members

Next meeting Dec 7<sup>th</sup>

Philip

### **Flying section report**

We are getting into the festive season and will hopefully see some warmer weather and better flying days over the summer.

As mentioned earlier in the newsletter the Model of the year meeting is coming up on Tuesday 11<sup>th</sup> December at the MAMS Club rooms at 7:30pm. If anyone has built a model during the year, or even a partially completed model, bring it along to show our members and there is a good chance of taking away a trophy. Even if you have not built anything come along and see what others have been working on during the year, and meet other club members.

Sunday flying has been a bit quiet lately with few fliers turning up, but great flying and lots of air time for those that do. I have mainly been flying electrics lately with occasional flight of the Petrol powered Giant Big Stick, and although I have flown my Glow powered P47 the engine has been playing up and I have not had time to sort it out. I have been getting a lot of flying in with a couple of flying wings, they are very convenient with no assembly required, just plug a battery in and fly. I have also been flying the PV-1 Ventura model again after buying a new battery.

Talking about batteries I am very impressed with the Hyperion G5 and G7 batteries I use, they have had many many flights and are showing no signs of puffing up or losing energy. Other batteries I have used have not lasted anywhere near as well. The ARF Extra 330L I have been working on still needs to be finished, it has been a challenge with a canopy that is a very poor fit and the wing joiner tube supplied was too tight to fit but I got a replacement. It is almost there, just a bit time required to fit receivers and batteries and switches. The canopy was very brittle and as soon as I tried cutting it to improve the fit it cracked, still useable but not pretty. The exhausts on the Saito engine also required lengthening to clear the cowl in a scale like manner.

This year has been a big learning curve as far as glider flying has gone, mostly flying the Radian which has been the cheap and popular entry level electric glider for several years now, and lately some flying with the Astra (another learning

curve). The Radian has its own class in competitions but can compete in any electric soaring class that we fly in NDC. It appears Radians are becoming hard to buy these days. They were made by Parkzone then taken over and slightly modified by E-Flite which markets them as RTF (about \$630) or BNF versions. Roseland's is getting in a special shipment of non-RTF ones that should arrive in January that may be a bit cheaper. If anyone is interested it is still a good way to get into electric soaring.

I appreciate the power flyers generally leaving Saturday morning flying sessions for the glider flyers, it has been a great help having the field pretty much free for gliders, especially when we are flying NDC events. Club flying days for power flyers on Tuesdays, Thursdays and Sundays, and Glider flying on Wednesday and Saturday seems to work very well. For NDC glider competition we can have 6 or 8 competitors each required to complete 3 or 4 timed flights of up to 10 minutes each (depending on which event is being flown) and land close to a marked landing spot. We usually have 3 landing spots out so take up a large chunk of the airfield and it can take considerable time for everyone to get through. Once a competition is started it needs to be continued, you cannot have a flight and decide conditions are no good and complete the rest or re-fly another time. For anyone interested here is a link to the MFNZ Soaring code of practise

<http://www.modelflyingnz.org/signs/Soaring/COP%20Soaring%20.pdf> and the MFNZ Glider flying rules <http://www.modelflyingnz.org/docs/comprules/S05-Soar.pdf>

There is an F5J glider contest on 8<sup>th</sup> and 9<sup>th</sup> December with practise day on Friday 7<sup>th</sup> at CMAC in Christchurch. Some of the top flyers in the country will be there, including 3 world champions, with some of the top gear as well although any electric gliders can compete, including radians. A couple of members from here are looking at going there. For those that want to see what it is about here is a video clip I found of a top Aussie F5J competition last year

[https://youtu.be/13fWA\\_EVSpq](https://youtu.be/13fWA_EVSpq)

Slope soaring has been continuing as usual over the Daylight saving period, (meeting 5:30pm each Wednesday at the car park off Rifle Range Place).

Generally good flying with a friendly group of flyers. We have missed a couple of sessions due to poor weather. It can be an easy way to clock up an hour or so air time in one hit, have a good chat, and often fly with the seagulls as well.

Heritage day is coming up on the 6<sup>th</sup> February, this is the chance for MAMS members to show off their club to the public at Brayshaw Park, members can put model aircraft on display in the clubrooms if they wish. MAMS has also been asked to provide a few people to help out on the gate or car parking duties for a 1 hour period some time during the day, if anyone can help with that could they please let me know. Also if anyone is interested the Engineers would probably appreciate some help with the Railway clicking tickets and loading passengers. Best wishes to everyone and hope you all have a good summer and festive season.

Have fun and fly safely.

Carl M.

## **The Soaring Scene**

Those of us involved in soaring have had an interesting year competing in the National Decentralised Competition (NDC). We started the year as a bunch of guys with a similar interest, flying electric gliders. There was a wide variety of skills amongst the dozen or so interested members when we started, but competing in the NDC competitions each month has meant that everyone has put effort into improving their abilities as pilots.

A year ago there were a few who did well to land within fifty metres of where they were standing, now we are all trying to score points for spot landings and touch-downs within a metre of the target are common. We have all got much better at finding the elusive rising air (lift) as well, improving by practising and picking up tips from the more experienced among us. Having several current full size glider pilots in the group has helped immensely as they know things about the sky that the rest of us needed to learn if we were to understand what it is that's keeping the model up there.

The year has seen a lot of improvements in the models we fly as well. Not just in purchasing or building better models but learning how to set them up and maximise the capabilities of our r/c equipment. Programming the transmitter to change the model's flight characteristics is becoming second nature, an area where relatively inexperienced glider flyers could probably show the power guys ways to improve their flying. All this has come about because we have functioned as a group, sharing knowledge and experiences and helping one another with advice and equipment.

The result of this is that we have finished the year with a tight knit bunch of guys who front up ready to fly whenever an NDC competition is scheduled to be flown. The final event for the year has now been flown and we have posted 98 scores in the 15 events for electric gliders. Our fiercest rivals have been the Wellington Model Aero Club, led by former MAMS member Allan Knox. They are a dedicated aircraft club with a lot more members than us, some with a lot more experience, but we have managed to put them in the shade this year - I expect there will be a fight back next year!

Here's some shots from Tuamarina recently - it's one of those "how many electricians does it take to change a light bulb" scenes.

Brian launches his Radian only to discover that the propeller brake is not working. This allows the prop to windmill when the motor is switched off, creating lots of drag and very poor gliding performance. The brake can be reset by programming the speed control via the transmitter, but no-one can remember how to do it.



So Trev, who is pretty savvy at this kind of thing, looks up the programming instructions on Google using his phone. This catches Peter's attention as he is heading back to the pits after flying his own Radian, so he stops to offer his assistance.



The trio don't seem to be making much progress so Phil joins to find out what is happening and see if they need any help.



Then Carl arrives wondering why there appears to be a prayer meeting being held beside the pilot's box. Photographer Rex can't believe his luck at getting the chance to record this saga for posterity. Sad to say all this effort was in vain as the prop brake resisted all efforts to reset it!



We have also been slope soaring each week from the top dressing strip at Meadowbank. Results have been a bit tame so far with only one good brisk windy evening with the wind coming from a flyable direction. We have though, enjoyed a number of nights when the wind has been light and smooth and the flying rather serene. I would rather be powering around the sky, but it is undeniably relaxing quietly sailing along with a handful of other models. These are times when electric gliders come into their own on the slope - if the lift goes away you just switch the motor on, which saves you fetching the model from halfway down the hill.

Here's the Prez, Philip Gibbison, launching his slope model into a gentle easterly on a lovely Marlborough evening - no woosie propeller on this model!



Not enough lift huh, Phil. That gets the heart pumping, it's quite a steep hill.



It's been a fun year in which I've watched a staggering improvement in flying abilities, enjoyed a lot of laughs, been elated by good scores and annoyed by stupid mistakes. Given the number of flights made by everyone there have been few incidents and only the odd serious impact with the planet. I'm looking forward

to an even better year in 2019 - there's plenty of room for more if you are interested.

Finally, on behalf of the soaring group I'd like to thank Carl and Errol for the sterling job they've done keeping the field mowed, it's a credit to both of them.

Rex Ashwell

### **MAMS Membership and Subscription Structure**

Ordinary Member (all Sections)	S55.00
Family membership	\$60.00
Junior Member	\$35.00
Country Member (+40km from Blenheim)	\$35.00
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 \$75, Junior \$20, and Family \$80, paid to MAMS.***

*NOTE: MFNZ Fees must be paid to the club before **31 March**. New members joining after 1<sup>st</sup> January can be charged a full year fee and they will be recorded as financial members of the 2018/19 year.*

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 **31<sup>st</sup> 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 2018 onwards are still considered paid up club members for 2019/2020 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: 1<sup>st</sup> week of **February**, April, June, August, October, and December.

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