



Australia and in areas around New Zealand and with this in mind plus the cancellation of existing fire permits by the Fire Service, we have decided not to use coal fired steam locomotives for train rides on Heritage Day. Petrol and electric powered locos are okay. We have advised the altered situation to members of Nelson and Christchurch clubs who are planning to join us for Heritage Day. It is disappointing but we believe it is the wise and safe course of action and we will try to make the best use of what locomotives will available. A letter detailing the plans for Heritage Days has been sent to all members so I won't repeat anything apart from hoping that all members will take an active part in presenting our Society and activities to the Public, and enjoy the day.



Construction of the ground level track lifter / loading device is progressing, hopefully to be finished in time for Heritage Day. The Boating Section members have drained and cleaned the pond and will try to keep on top of contamination by using the new suction pump.

We welcome new members Steven Windsor and Paul Vercoe to the flying Section and trust they will enjoy their time with us in pursuit of their hobby.



The annual Model of the Year evening was held on Tuesday evening, 10th December at 7.30pm in the clubrooms. Numbers attending were down a bit but the variety of models on show this year was good. The boat model of the year was a Brixton Trawler built by Colin Grocott. The aircraft model of the year, and overall winner, was a lovely model of an Auster AOP9 aircraft built by Malcolm Maxwell, and the engineering

model was a part built experimental electric powered DS Locomotive by Nigel Wood.

Nigel Wood  
Secretary / Treasurer

### **Steam Section Meeting report 21 Jan 2020**

A good turn out of members for the first meeting of the year and a catch-up of what happened at Convention in Hamilton by Win Holdaway and the MEANZ meeting.



On the table was a bogey assy under construction by Mark Taylor for a 5" electric powered locomotive. This will be chain driven by motors mounted on each bogey. Needle roller bearings in the axle boxes.



Jim Acott has been busy fabricating the leaf spring assys for his Aspinall locomotive tender. It has been an interesting experience and he has learnt a lot in shaping, annealing, drilling and tempering the individual leaves and then

assembling six sets. Some finishing is required but what he has learned will come in handy for doing the locomotive spring sets.

Lawrence Brehaut had questions about boiler design and the optimum layout of tubes according to the Copper Boiler Code.

We viewed progress on the ground level track lifter which is well on the way to being in operation for Heritage Day. The electrics, wiring and motor to be fitted as well as the top sliding rail assembly.

### **Boat report**

The pond was drained and cleaned this week so it would look presentable for Heritage Day, thanks to Colin and his helpers for getting it done. We are still working on the best way to keep it clean.

There have been some good boating days lately but the weather has been variable.

Heritage Day is almost here, could those who can help be at the pond area at around 8.30am to help set up the marquee and boat display area. I'm going to be moving between the pond and the train area during the day so we do need boaties to be available to run things at the pond during the day and looking after yacht hire.

There is a club BBQ after the event and we would like as many members and their partners to come along and share in this.

Obviously we won't be having a Section meeting this month, but we do have all Thursday to chat about anything.

See you on the 6<sup>th</sup>

Philip

### **Flying Section Report**

Heritage Day at Brayshaw park is our big public day, 6<sup>th</sup> February. Rex and I plan to put model aircraft on display in the clubroom, there is limited space for displaying models this year as the Model Electric Rail club will have a display in our clubroom but if anyone else would like to display their models please get them in place before 10am Thursday 6<sup>th</sup> Feb. MAMS has also been asked to supply a couple of people to man the entry gate between 2pm and 3pm, if anyone can help with that please let me know. The Model engineers could use some helpers during the day as well to manage passengers at the train stations, or to give the ticket seller a break.

Flying Section members belonging to **MFNZ** are reminded that membership Fees need to be paid to the club before **31 March**. The fees for 2020/21 are **Senior \$95 Junior \$30, and Family \$100**, paid to MAMS account. For more info see MFNZ website <https://www.modelflyingnz.org/membersinfo.html>

Flying has been going well at Tuamarina over the Christmas break and into the new year. It is good to see the new members Steven Windsor and Paul Vercoe

getting out and joining us flying. Trev has been experimenting with parachutists or ping-pong ball drops out the ramp of his twin electric cargo/coast guard plane, nice to watch. He got me to try dropping balls from my Ventura, quite successfully, although it was a little untidy flying when I fumbled with the Bomb bay switch, still hit the Runway just short of the pilot's box.

Slope soaring is continuing each Wednesday evening from 5:30pm while daylight saving lasts. This Wednesday's slope soaring was pretty exciting with winds around 50kph. Steven had a short flight and decided his model was not really suitable for the conditions. Gary and Philip flew Balsa and ply gliders while Rex and I flew JW60 Foamie flying wings. The flying was great with so much power in the air. My landings were terrible as I found the wind a bit overpowering but Rex landed perfectly each flight, very good to watch, I need to sort my act out.



Slope soaring session in December 2019

Thermal Glider flying got off to a good start this year but Rex has more on that below.

I hope everyone had a good Christmas and New Year and hope all goes well for the coming year.

Have fun and fly safely

Carl M.

## **The Soaring Scene**

As the new year starts it's worth reflecting on the achievements of the MAMS Soaring group in 2019. It's been another very successful year for the small group of MAMS members who regularly get together to fly and compete with RC gliders. Although the overall participation has changed little with around ten regulars, it's common for us to have eight or more turn out on competition days and most fly regularly on Saturday mornings, or Wednesdays if they are no longer burdened by employment. The upshot is that most of us do quite a bit of flying and all that practice is making us much better soaring pilots.

How much better? Well at this time last year we were celebrating our results in the National Decentralised Competition, held throughout the year and open to all NZ clubs affiliated to Model Flying New Zealand. Due largely to turning out in numbers for all the events we were eligible for, MAMS members dominated the Soaring category in 2018, to the extent that we beat all other clubs in the country to become the overall Champion Club, much to the dismay of bigger clubs like Wellington and Christchurch, who have larger memberships and compete in more categories, particularly Vintage and Free Flight (to a lesser extent Control Line) and so fly many more events than we do.

Given that we surprised everyone last year, the expectation was that there would be a reaction from the traditional leaders in NDC in 2019. There definitely was a reaction and the numbers participating increased markedly in all categories, but happily for us it was not enough and MAMS is the overall Champion Club once again. Not only that but we dominated the Soaring category again with Rex Ashwell, Garry Morgan and Phil Elvy taking the first three placings, Phil being third equal with former MAMS member Allan Knox, who was competing for Wellington.

For those interested in the statistics, there were 42 point scoring competitors from 10 clubs in Soaring and 107 point scoring competitors from 20 clubs overall, with several people flying in more than one category. Once again Allan Knox was the Overall NDC Champion. He achieved this by flying in 22 Soaring, 21 Vintage and 3 Free Flight events (he's a busy boy) while the MAMS guys flew a maximum of 20 electric soaring events. A couple of competitions a month seems like plenty as

there are often days when the weather is not flyable, so goodness knows how Allan manages to fly so many.

Do we expect more of a reaction this year? Yes we do. Can we manage three in a row? Who knows - it'll be a tall order as some in the bigger clubs are not particularly happy that a bunch of (mainly) pensioners are once again out in front, but we'll certainly give it a go. Happily we are off to a good start with seven club members plus one from Nelson fronting up on Saturday the 4th for the first event of the year, ALES Radian. The day didn't look that great but looks can be deceiving and Tuamarina delivered an interesting day for us, the result being a close fought and very enjoyable contest.



A flock of Radians at the ready - Carl McMillan's photo (with Phil Elvy's help)

There's nearly always useful lift about somewhere in the sky and some people are better at finding it than others, generally because they have more knowledge

about the effect of wind patterns and the topography of the area. Tuamarina isn't an easy place to read, but on Saturday the 4th there were two cloud layers moving in different directions and for some reason it was sometimes possible to see tendrils of the lower clouds splitting away and climbing higher. Just for a change it didn't feel like pure guess work and at the end of the contest there was quite a buzz about the way everyone felt they had been able to see something helpful in the clouds. It wasn't quite so easy near the ground with the south east breeze making spot landings difficult to judge. There were just enough mistakes through the field to drop the totals below what we would have liked but overall it wasn't a bad start.

Here are the scores for the first event of the year, including Trev and Peter who flew a couple of weeks later on the 18th.:

**Event 68 - ALES Radian**

**Rex Ashwell MFNZ #10746**

Flight 1 - 7 min 02	418 points	00 landing	418
Flight 2 - 7 min 07	413 points	25 landing	438
Flight 3 - 7 min 01	419 points	50 landing	<u>469</u>
<b>Total -</b>			<b>1325</b>

**Carl McMillan MFNZ #8446**

Flight 1 - 7 min 04	416 points	00 landing	416
Flight 2 - 7 min 06	414 points	25 landing	439
Flight 3 - 6 min 52	412 points	25 landing	<u>437</u>
<b>Total -</b>			<b>1292</b>

**Garry Morgan MFNZ #12386**

Flight 1 - 5 min 26	326 points	25 landing	351
Flight 2 - 6 min 56	416 points	50 landing	466
Flight 3 - 6 min 59	419 points	50 landing	<u>469</u>
<b>Total -</b>			<b>1286</b>

**Phil Elvy MFNZ #11020**

Flight 1 - 5 min 12	312 points	50 landing	362
Flight 2 - 6 min 52	412 points	50 landing	462
Flight 3 - 6 min 51	411 points	50 landing	<u>461</u>
<b>Total -</b>			<b>1285</b>

**Brian Mogford MFNZ #12282**

Flight 1 - 5 min 20	320 points	50 landing	370
Flight 2 - 7 min 00	420 points	25 landing	445
Flight 3 - 6 min 58	418 points	50 landing	<u>468</u>

**Total - 1283**

**Trev Faulkner MFNZ #12387**

Flight 1 - 6 min 05	365 points	50 landing	415
Flight 2 - 4 min 53	293 points	00 landing	293
Flight 3 - 4 min 41	281 points	50 landing	<u>331</u>

**Total - 1039**

**Peter Smith MFNZ #12188**

Flight 1 - 3 min 30	210 points	25 landing	235
Flight 2 - 7 min 28	392 points	25 landing	417
Flight 3 - 5 min 11	311 points	25 landing	<u>336</u>

**Total - 988**

**Phil Sparrow MFNZ #12385**

Flight 1 - 3 min 46	226 points	25 landing	251
Flight 2 - 4 min 14	254 points	00 landing	254
Flight 3 - 6 min 50	410 points	00 landing	<u>410</u>

**Total - 915**

**Sam Laidlaw MFNZ #3616 (Nelson)**

Flight 1 - 5 min 42	342 points	50 landing	392
Flight 2 - 3 min 01	181 points	50 landing	231
Flight 3 - 4 min 17	257 points	00 landing	<u>257</u>

**Total - 880**

There continues to be plenty of non-competition activity with a handful of people flying on Wednesday mornings, slope soaring on Wednesday evenings and regular gatherings on Saturday mornings. A few of us had a Sunday morning at Quaildale recently and enjoyed spectacular thermal conditions that made the task of climbing from not very high to quite high fairly straightforward. Recent addition to the group, Paul Vercoe, whose flying progresses in leaps and bounds, reported having a very good thermal morning at Tuamarina as well.

## New Dynamic Soaring record speed

The National Model Aircraft Championships were held in Carterton in early January (to the best of my knowledge no MAMS members took part) and while there were undoubtedly many creditable performances there were no new NZ records set. Further south and a week later it was a different story, with a group of enthusiastic dynamic soaring pilots, including several from overseas, trying to set personal best speeds at a variety of sites around Canterbury.

This culminated in a couple of days on a favourite ridge near Tekapo where strong winds from the desired direction helped Alex Hewson become just the third person in the world to become a member of the 500 mph club. Alex clocked 510 mph.....that's right, **510 miles per hour** (820 kmh) with a model glider. This link is an abbreviated video of that flight:

[https://www.youtube.com/watch?v=tO1BxdeKTfs&feature=emb\\_logo](https://www.youtube.com/watch?v=tO1BxdeKTfs&feature=emb_logo)

It always seems a little hard to believe that the fastest models are gliders and the fastest gliders are models, but that is the case.

Alex has flown here at several aerotow events and he is an exceptional pilot in every aspect of the sport. There will be few people in the world who are really outstanding as an aerobatic pilot, pylon racer, tow pilot, quad copter racer, competition glider pilot, discus launch pilot (he was World Champion in 2015) and now established as one of the fastest DS pilots in the world - if it's got wings and is radio controlled Alex can fly it.

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## **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 \$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.*

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 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: 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 **April** issue to the editor a few days before the end of **March**.