

before we can do this as several matters have to be authorised by the club membership such as subs and the annual financial statement.

I hope the majority of you have kept well during the past months and able to make profitable use of the time on your projects. It will be good to catch up with each other again face to face rather than by email.

For those of you who didn't see the newspaper notice, I am sorry to advise that Robin Stevens died at the end of April. Our sympathy goes to his family.

Club activities over the past months have been affected by the on-going lockdown conditions and not much has been accomplished. While we are at Level 2 we are able to take part in some activities but members are urged to continue with the requirements to maintain sanitising, separation of individuals and especially to maintain your list of contacts with dates, places and people contacted.

The fire restrictions have now been lifted and we are able to make a start on catching up with grounds maintenance.

Construction of the ground level track lifter / loading device has been completed but the sliding section needs easing.

Nigel Wood
Secretary / Treasurer

Engineering Section Meeting 19 May 2020

Now that we have moved to level 2 of Covid19 restrictions we were able to meet together seeing as only 9 members were able to attend. It was very pleasant to be able to catch up and talk face to face once more and to find out what each one had been occupied with during lockdown.

John Bolton had been concerned for a while that there was no direction being given to the Section and volunteered to be the Section Captain, which was gratefully received. Conversation about what projects we should be undertaking as a group and the priority resulted in a comprehensive list which would be circulated for members to think about and the relative importance of each item discussed at the next meeting. The list included maintenance items and it is envisaged that individual members could take ownership of some of these tasks for completion. We will see what transpires.

Mark Taylor started discussion by telling what he had been involved in over past weeks. These projects included construction of a 5" gauge battery powered American-type diesel shunter but this was put on hold because the lockdown had prevented delivery of motors from Australia. Another project was further construction of the superstructure of a tug boat but he was held up by not being able to get paint. Continuing work on his HO model train layout. The Britannia

loco cylinder mechanical drain cocks had not been operating satisfactorily so he started construction of steam operated drain cocks and ordered small O rings from the UK which were also held up in the mail. So there are now a number of projects which can be carried on once the mail system is working again.



John Bolton showed the chassis frame he has been fabricating for his 3 1/2" g NZR Ja loco tender. This is a project that was shelved for a number of years but the opportunity came to take it up again. He would have liked to make the loco in 5" g but this would have been about 8 feet long. Even in 3 1/2" g the loco would be about 5 Feet long. He is working from NZR drawings and is finding that silver soldering joints takes a lot of heat and needs the right tip on a torch.

Jim Acott has been making patterns for casting brake bits on his Aspinall loco tender.

Lawrence Brehaut is investigating making a differential action hand pump for the tender of his 7 1/4" g loco. This pump has a different valve arrangement that he is not sure how it will work but is not as bulky.



Win Holdaway has been making the brake operating valve for his 7 1/4" g Pennsylvania shunter. It is a Westinghouse type and he wanted to make a fail-safe operating system. The unit is beautifully made and required fabrication of several specialised tools for turning parts.



Nigel has been working on improving the brakes on his driving trolley which was purchased with his Sweet Pea loco. There was braking on only two sets of

wheels and not very effective. The brake installation is a modified ASME design and has mild steel brake shoes. Investigation is under way to source suitable brake pad material for making more effective brake shoes.

A very pleasant evening of conversation and fellowship. Next time we may be able to cater for more members to get together.

Nigel

Boating Section

No report from Philip this issue, just a couple of Lockdown build projects.



Colin Grocott's 1.1metre tugboat.

From Terry Stevens.

This was my project during Covid-19 lockdown. Started the first day we went to level 4 and did some work on almost every day - thankfully the mostly fine weather allowed for working outside. Still needs the deck to be attached. The electronics are installed and some of the rigging is ready for mounting once the deck is secured. Mast and attachments almost done too. After all of the above is completed the final job will be the making of sails. I have been liasing with Colin Grocott during lockdown by email and he has been most helpful with advice and tips as well as providing the lead bulb for the keel. It's been a fun and challenging task which has helped pass the time nicely. I chose to plank the

differently to others but my method works well for me and as you can see it has come up quite good with a couple of layers of paint over the fibreglassed hull. I hope to have it close to being ready for the pond by the time we move into level one.







(Well done Terry, looking good. Ed,)

Flying Section Report.

We have had a long stand down over Lockdown level 4 and 3 but have been able to get back flying again at Level 2, thanks to Trev for getting the airstrip mowed again after several weeks growth. If you go out to the airfield remember to observe Level 2 Covid 19 rules, and keep a record of when you are at the Flying site and who you are there with, for the latest Covid 19 requirements check online at <https://covid19.govt.nz/communities/community-groups/community-groups-faith-based-groups-clubs-and-societies/>

The AGM will be coming up soon, once we get to Level 1 (date yet to be decided), and it will be time to elect committee members for the coming year, if anyone wishes to be on the committee please let me know and I will be happy to nominate them. I hope to see you there.

I must admit it was good to get out flying again, and to see fellow flyers face to face, after our enforced break.

Take it easy and fly safely, and have fun.

Carl M.

The Soaring Scene

It's seemed a long time coming, but it was a relief to emerge from the extended ban on model flying and get back in the air. We had a bit of catching up to do on the competition front, but fortunately there was only one class due in May that the MAMS group flies and we had a good turnout on the 23rd to get underway again. Trev Faulkner's nice drone shot below shows that we had nine people turn up, nicely below the limit of ten, and that we were rewarded with a clear calm morning, if a trifle cool. Vineyards are colourful in autumn and the sun was low in the sky as indicated by the shadows, all of which contributed to quite a striking scene.



Scores for ALES 123 were not as good as we might have expected, aside from Garry Morgan, whose brand new homebuilt model was threatening the NZ

record after two flights, only to drop 4 points on the third. This is not an easy record these days - former MAMS member Peter Deacon held it for a while, just 3 seconds off perfect. Rex Ashwell broke it by 1 second a couple of years ago and then NZ rep Kevin Botherway snatched it away last year with three perfect flights, landing exactly on the 6 minute mark and within 7 metres of the spot each time to also gain maximum landing points.

Here are the scores for the competition, flown in very smooth but slightly flukey conditions. As winter approaches and the air cools down we will expect more days like this, when the air is smooth but there is little lift around. Fortunately there is normally not much sink either or making the target times would be almost impossible - these are conditions when the bigger models have a significant advantage, but you have to avoid making errors because gravity doesn't give up and a few poor turns can have you back on the ground in a disappointingly short time.

Event 81 - ALES 123

Garry Morgan MFNZ #12386

Flight 1 -	6 min 00	360 points	50 landing	410
Flight 2 -	6 min 00	360 points	50 landing	410
Flight 3 -	6 min 04	356 points	50 landing	406
				Total - 1226

Carl McMillan MFNZ #8446

Flight 1 -	2 min 08	128 points	25 landing	153
Flight 2 -	3 min 54	234 points	00 landing	234
Flight 3 -	4 min 29	269 points	00 landing	269
				Total - 1163

Phil Elvy MFNZ #11020

Flight 1 -	5 min 29	329 points	50 landing	379
Flight 2 -	6 min 03	357 points	50 landing	407
Flight 3 -	4 min 57	297 points	50 landing	347
				Total - 1133

Rex Ashwell MFNZ #10746

Flight 1 -	6 min 01	359 points	50 landing	409
Flight 2 -	6 min 00	360 points	50 landing	410
Flight 3 -	3 min 33	213 points	50 landing	263
				Total - 1082

Brian Mogford MFNZ #12282

Flight 1 - 6 min 59	359 points	50 landing	409
Flight 2 - 4 min 44	284 points	50 landing	334
Flight 3 - 5 min 03	303 points	25 landing	328
Total -			1071

Phil Sparrow MFNZ #12385

Flight 1 - 6 min 01	359 points	25 landing	384
Flight 2 - 3 min 53	233 points	50 landing	283
Flight 3 - 5 min 52	352 points	50 landing	328
Total -			1069

Trev Faulkner MFNZ #12287

Flight 1 - 5 min 11	311 points	50 landing	361
Flight 2 - 4 min 01	241 points	25 landing	266
Flight 3 - 4 min 24	264 points	25 landing	289
Total -			916

Peter Smith MFNZ #12188

Flight 1 - 5 min 17	317 points	00 landing	317
Flight 2 - 5 min 12	312 points	50 landing	362
Flight 3 - 3 min 24	204 points	25 landing	229
Total -			908

Chris Richards MFNZ #

Flight 1 - 6 min 18	342 points	50 landing	392
Flight 2 - 5 min 48	348 points	25 landing	373
Flight 3 - 0 min 00	000 points	00 landing	000
Total -			765



Here is Garry with his new model, own design and constructed in composite materials over foam cores. A lot of time, sweat and tears (and dollars) went into this and it's great to see that it's a superb flyer able to prove itself at the first competition. Of course Garry's skills on the sticks may have had something to do with the result as well.



It's behind you Trev! The little quad copter sits in a stable hover while Trev Faulkner operates the onboard camera to get some aerial shots. Trev's taken some amazing video and still photos with his quads over the last couple of years and while this little machine doesn't do much soaring, it's certainly captured a few soarers and it has other uses as well. This morning (30 May) a pair of hoons arrived intent on tearing an area beside the road to bits by doing donuts in their vehicles so Trev zipped the little quad over to film them and try to get registration numbers - quite amusing to see them chased away by a flying camera.

It's been a bit quiet on the soaring scene lately (no surprise there) but we are under way again now and there are two competitions to fly this month, ALES Radian and ALES 200, so we are hoping for a couple of fine Saturdays in June. We still need to practice physical distancing and good hygiene but we are no longer restricted to 10 people, so there is plenty of room for aspiring glider guiders or spectators to join us on Wednesday or Saturday mornings. See you there.

Rex

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 **August** issue to the editor a few days before the end of **July**.