

The Election of Officers is as follows:

Patron: Office of the Mayor of Marlborough
Hon. Solicitor: Mr P. Radich
Hon. Auditor: J Bolton
President: P Gibbison
Vice President: A Green
Secretary: N Wood
Treasurer: K Ryan
Committee: C McMillan R Perkinson
J Bolton R Gleeson
M Taylor
Recording Officer: R Ashwell
MEANZ Rep: R Perkinson
Brayshaw Park Rep: N Wood
B.P. Deputy Rep: J Bolton
Boiler Committee: J Bolton W Holdaway
N Wood
Newsletter Editor: C McMillan
Librarian: C Grocott

Life Membership was awarded to Ron Perkinson in recognition of his many years of service and contributions to the Society.

We welcome Peter Deacon back into membership.

Nigel Wood
Secretary
email: woodng@xtra.co.nz
Ph; 027 616 5180 or 578 7086

Boating.

Sailing conditions have been variable as the winter calm has arrived. This means its time to get the electric boats out and running. This will be followed by all the little fix its that seem to pop up. The water is remaining nice and clear with not much leaf litter on bottom. We continue with pond maintenance. Now getting to grips with new hose and working on larger filter capability. Colin came by a collection of boats that were no longer wanted. I have picked up a tugboat of unknown type, Brian a pretty launch, Colin an oil rig tender and Dave will take whats left. Nearly all require running gear. All seem to be scratch built including all the fittings with hull and deck planking being of a very high standard. Even using home made propellers. Seeing as the tug has a 4 inch prop it will probably require reasonably gearing down to stop motor overload and better control boat speed. No such thing as a high speed tug as far as I know. Colins sailing ship is looking quite the sight but has a lot of fiddy work to go.

Ray

Flying Section

Flying has been going well for the last couple of Months although the weather has not been great for the glider competitions on Saturday mornings at Tuamarina lately.

We welcome Peter Deacon back to the club after a few years away in Wellington.

Razvan has designed and built a S.E.T 7K Romanian Biplane from the 1930's (https://en.wikipedia.org/wiki/SET_7), a very nice aircraft and flies nicely with an Enya 60 four-stroke engine. The markings show the Romanian Roundel inside the 4 M cross which is the seal of King Michael 1 of Romania (an interesting Monarch from turbulent times in Romanian history)





I have got a bit more work done building my model of DR107 (ZK-XSG) with the wings covered and primed, they need some filling and sanding yet before final top coat.



Another new plane at the field was Jason Gazzard's ARF FW190 with a DA50 engine and Powerbox electric system and electric retracts.



Hopefully we will get some nice calm flying days through winter. Fly safely, have fun. Carl M.

The Soaring Scene

Given the lovely weather we have had through much of May it's hard to imagine that there have been very few good soaring days, but that's certainly been the case. We are frequently frustrated by the limitation that we may only fly NDC competitions on weekend days and it's amazing how often great weeks degenerate into windy weekends. As I frequently mention, wind often means turbulence at Tuamarina, and turbulence can be mighty scary when you are trying to float a super light, 4 metre glider in for a landing. A couple of grands worth of splintered carbon fibre is not what any of us want to see, so there is a natural reluctance to commit aviation when the air is rough. It's not quite as big a problem for powered models as it is for gliders, a bit like blowflies and butterflies I suppose.

We normally try to get some of our NDC events flown as early in the month as we can, but this month things got a bit twitchy when we had nothing flown before the last weekend and the conditions weren't exactly conducive to good scores on Saturday morning. The group all turned up ready to fly ALES 123 only to find the morning was cold, breezy and turbulent. Those of us with a choice quickly made the decision to wait until Sunday and fly the event at Quaildale. Carl and Phil Sparrow were unavailable the next day and had no such luxury, so did their best in adverse conditions while the rest of us blew on our hands and hoped for better things in the morning. That they both flew well in the conditions made little difference, as can be seen from the scores below.

Quaildale wasn't much better for a start, a very cold breeze giving no assistance early. The breeze was expected to drop and things would get warmer as the sun started to have an effect. We had a bit of a wait until things eventually went pretty much as the forecasters planned - the breeze dropped, the jackets were discarded and we started our competition flights. Everything looked promising but the air remained frustratingly dead and consequently there were some shaky flights. No-one complained too much - it was a lot better than Tuamarina had been. As usual we are indebted to the good people at Quaildale who generously make a paddock available virtually any time we ask, it's a great place to fly.

Garry Morgan was in good form, aside from pulling the flaps about 10 metres before he should have on his second flight. That resulted in a landing well short of the spot which somewhat spoiled an otherwise excellent score. I can't explain what happened to Phil Elvy - he didn't do anything wrong and was his usual smooth self in the air, but somehow hit a bit more sink than the rest of us. Peter Smith flew his Morgan after having a few Radian adventures earlier, and coached by Garry he did okay with a model that he probably hasn't flown enough to be really confident with. So, aside from Garry, the scores were less than we would have liked but it was a relief to get any scores at all so no complaints there. We certainly don't want to miss any opportunity to get points on the board as at the end of April, Rex, Garry and Phil Elvy were holding the first three places in the Soaring category of NDC. It's early days yet though and the Christchurch guys are not far behind.

Event 416 - ALES 123

Garry Morgan MFNZ #12386

Flight 1 - 5 min 59 359 points 50 landing 409
Flight 2 - 6 min 02 358 points 25 landing 383
Flight 3 - 6 min 00 360 points 50 landing 410
Total - 1202

Rex Ashwell MFNZ #10746

Flight 1 - 6 min 03 357 points 50 landing 407
Flight 2 - 5 min 16 316 points 50 landing 366
Flight 3 - 6 min 02 358 points 50 landing 408
Total - 1181

Phil Elvy MFNZ #11020

Flight 1 - 4 min 46 286 points 50 landing 336
Flight 2 - 6 min 02 358 points 50 landing 408
Flight 3 - 4 min 52 292 points 50 landing 342
Total - 1086

Peter Smith MFNZ #12188

Flight 1 - 4 min 52 292 points 00 landing 292
Flight 2 - 5 min 52 352 points 50 landing 402
Flight 3 - 4 min 23 263 points 50 landing 313
Total - 1007

Carl McMillan MFNZ #8446

Flight 1 - 3 min 30 210 points 00 landing 210
Flight 2 - 4 min 30 270 points 50 landing 320
Flight 3 - 3 min 23 203 points 50 landing 253
Total - 783

Phil Sparrow MFNZ #12385

Flight 1 - 5 min 44 344 points 00 landing 344
Flight 2 - 3 min 27 207 points 25 landing 232
Flight 3 - 2 min 33 153 points 50 landing 203
Total - 779

Of course there's also a lot of soaring done just for enjoyment, although most of us do really enjoy the competitions we fly. Normally we are trying to achieve a target time and a precision landing in weekend events but there is a lot of flying done on other days as well. This is frequently testing and tuning or landing practice, but sometimes it's nice to just get in the air and find some lift with no aim other than to enjoy the sensation of defying gravity for a while. That's when 30 minute flights happen and occasionally 60 minutes, which almost guarantees a sore

neck and tired eyes for us old blokes. It might cause the odd pain but it's very satisfying to achieve a lengthy flight using just your skill and the elements to do it. There's always room for more in the soaring group, so if you are interested come and have a go.

Rex

For Sale

Two sets of Floats for RC Model aircraft, one for a 40 size and one for a 60 size aircraft. Floats are home made, and if nobody wants them they will go to the tip. Anyone interested in having them contact Neil Wilson Ph 5789456 or email nikchrisus@xtra.co.nz

Any members who want a battery for flight-line charging: Used 12 Volt, Deep Cycle batteries are available for \$10 each, from Access Mobility (next to Medlab, on Maxwell Rd). Ask for Lloyd.

MAMS Membership and Subscription Structure

Ordinary Member (all Sections)	\$60
Family membership	\$65
Junior Member	\$40
Country Member (+40km from Blenheim)	\$40
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 affiliation 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 2021 onwards are still considered paid up club members for 2022/2023 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**.