



flying at Tuamarina. We are able to offer miniature train rides again now that social distancing has been relaxed and will be able to earn some income to help with maintenance expenses.

Members are reminded that all subscriptions are now due, if you haven't already paid. These go towards paying for the Club running costs and your prompt attention would be appreciated.

We welcome Bryan Wood, a new member from Springfield in Canterbury, and look forward to the times he is able to be with us.

Nigel Wood  
Secretary / Treasurer

### **Engineering Section Meeting 18 August 2020**

A pleasant evening of fellowship and conversation although no projects were on display for discussion.

Patrick Robinson advised he had a Simplex rolling chassis, electric motor and controller parts available for anyone wishing to fabricate an electric locomotive.

John Bolton, Section Captain, reported that working bees have been quite profitable over recent weeks. Most of the major maintenance tasks on our list had been attended to. Others, like the rail crossing opposite the shops, still need to be dealt with along with routine maintenance tasks like weeding and spraying, grass mowing and establishing / watering of shrubs. Painting of fence rails is an item to be addressed now the warmer weather is here, too.

The anti-tip rails on the raised track at the station have been adjusted and appear to work satisfactorily. Members are reminded of the critical dimension for clearance between passenger trolley footboards and the anti-tip rails and timber walkway on the truss bridge. The dimension is 230 mm from top of rail to anti-tip rail and bridge walkway. Personal passenger trolleys need to be checked for sufficient clearance of footboards before use.

There was discussion on the need for fencing / railing around the raised track extension embankment. This could possibly be fabricated from pipe with uprights set in concrete in the tyres around the embankment.

### **Engineering Section Meeting 15 September 2020**

A birthday party with train rides had to be cancelled because of Level 2 limitations. We would be able to offer train rides when we return to Level 1.

An apology from Patrick Robinson for not being able to join us for health reasons. Our thoughts are with him.

Two months ago members had been asked to think about ways and means of combining Raised and Ground Level track operations because shortage of members meant we are not able to operate both systems simultaneously. The ground level track is not being utilised and the public needs to be encouraged to patronise it.

Members had thoughts about the matter to share and Win Holdaway had prepared a detailed drawing showing one way this could be achieved. Briefly, the raised track through the station would be moved west 1.5 metres and rerouted to curve around behind the conifer in the centre of the layout and rejoining the existing track at the truss bridge. This would make extra car parking space available which had not been previously accessible. The ground level track would have a spur taken off at the existing point for transferring 5" locos to the raised track. This spur would follow inside the raised track and pass through the station for passenger loading/unloading before curving around behind the clubrooms and rejoining the main rail track opposite the toilet block. A segmented, flexible point would be constructed for the raised track to gain access to the steaming bays area across the ground level track. The traverser would be modified and a turntable and transfer arrangement made so that 5" gauge locos could be moved between systems.

Another proposal was for a spur to be taken off the ground level track after the north rail crossing which would be laid in concrete along the road way and pass in front of the ticket box. It was recognised that there would be insufficient room to achieve minimum radius for the track to curve behind the clubrooms but this could be overcome by having a back-shunt to rejoin the main line after passenger loading/unloading.

In discussion which followed on the pros and cons of each suggestion, it was recognised that available manpower would be the biggest issue for any project. We need a project to keep members interest and enthusiasm going and members were asked to think about what was suggested before making a decision.

Nigel

### **Boating Section**

Boating as usual at the pond, Ray has been regularly scooping and keeping the water clean.

I've had one day sailing in the last two months, it was a very pleasant day, it took me a while to remember how to sail though.

Our monthly meetings are still happening with varying numbers attending.

We have two photos, one of Ray's Gleeson's new Racing Sparrow 1m which is coming along nicely.



The other photo is John Henson, master builder, showing how he is double planking his new boat.



Model of the Year is coming up so please try bring something along.

Philip

Colin, Dave and Ray had a session vacuuming the pond bottom. About three quarters completed before we retired for the day. We are getting better at using the pump and covering more ground in the time we have.

Sunday sailing now improving as more wind makes an appearance.

Ray G.

### **Flying Section**

Daylight saving started this week so our regular Wednesday evening Slope Soaring sessions are on again from 30<sup>th</sup> September, for those that are interested meet at the Car Park off Rifle Range Place at the western end of the Wither hills walkway at 5:30pm each Wednesday weather permitting, and then head to the slope site as a group.

We will be hosting a visit from Nelson Model Aero Club (NMAC) members on the 1<sup>st</sup> November (or 15<sup>th</sup> November as the bad weather alternate). A couple of their members flew with us a couple of weeks ago and have spread the word and generated some interest in their club for a visit, Murray Irvine their club president got in touch and we agreed on the date. I will provide a BBQ and we will have an extended flying session and hopefully have a good turn out of members to make the visitors welcome and have a good flying session and socialise. This is assuming we will remain at Covid-19 Level 1.



We continue to have good support for the gliding sessions and the guys are posting some good results in the NDC, well done.



Trev has been taking some awesome photos with his little drone, here is one of his sunrise shots.

I have had a couple of flights flying FPV with my flying wing and using a fairly cheap box type headset (800X480 resolution) and a flight controller providing automatic stability options and on screen display. It is interesting flying around and seeing our flying site from the air as if you are in the plane. I am a complete beginner at FPV but it is another aspect of the hobby and has a new set of skills to learn in addition to traditional RC flying (Thanks Trev for your assistance).

The model of the year meeting will be held in December, so if you have built anything bear that in mind, bring it along.

Rabbits are being a nuisance at the flying field, they are digging small holes into the runway. We have a bucket of dirt under the BBQ by the shed to fill these in. It may pay to check the runway before starting flying and fill in holes to reduce the risk of ripping the undercarriage off a model.

Reminder- if you have not paid Subs this year they are well overdue.

Have fun, fly safely.

Carl M.

### **The Soaring Scene**

No doubt everyone has noticed how changeable the weather has been lately, but probably few will have noticed it more than those of us that fly model aircraft. The flying field at Tuamarina seems to have a weather pattern all it's own and while it sometimes favours r/c models, those of us that concentrate on glider flying have faced a few difficult days lately. There have been lots of days when lift seems to be completely missing and some where the low level turbulence makes launching and landing quite risky. Large and expensive carbon fibre soarers are best left in the car when conditions like that are present.

Despite the adverse weather the glider group have continued flying regular competitions and we are managing to hold our own with other pilots from around the country. Current overall scores in the Soaring category of NDC (the National Decentralised Competition) make interesting reading as the top six consists of three current World Champions and three MAMS members:

Joe Wurts - 82 points, Rex Ashwell - 81, Garry Morgan - 78, Kevin Botherway - 77, Phil Elvy - 67 and Dave Griffin - 67 All have flown between 9 and 11 events so we are hanging in there through dint of good scores, not just by flying lots more events.

Lest you get the idea that those three have it all their own way locally, here are the scores in the two most recent competitions which definitely show it ain't so. ALES 200 allows a 200 metre electric motor powered climb with a target of exactly a 10 minute flight and a spot landing, while ALES Radian is a one design competition for the ubiquitous polystyrene Radian glider, also a 200 metre climb with a reduced 7 minute target flight and simplified spot landing. Achieving these flight times at

Tuamarina can be easy, difficult or impossible, depending on the air - sometimes all three of those conditions can present themselves on the same morning.

**Event 92 - ALES 200**

**Garry Morgan MFNZ #12386**

|                      |            |            |             |
|----------------------|------------|------------|-------------|
| Flight 1 - 10 min 05 | 595 points | 45 landing | 640         |
| Flight 2 - 10 min 05 | 595 points | 45 landing | 640         |
| Flight 3 - 10 min 00 | 600 points | 45 landing | 645         |
| Flight 4 - 9 min 37  | 577 points | 50 landing | <u>627</u>  |
| <b>Total -</b>       |            |            | <b>2552</b> |

**Phil Sparrow MFNZ #12385**

|                      |            |            |             |
|----------------------|------------|------------|-------------|
| Flight 1 - 10 min 05 | 595 points | 15 landing | 610         |
| Flight 2 - 9 min 50  | 590 points | 00 landing | 590         |
| Flight 3 - 9 min 36  | 576 points | 00 landing | 576         |
| Flight 4 - 9 min 47  | 587 points | 50 landing | <u>637</u>  |
| <b>Total -</b>       |            |            | <b>2413</b> |

**Phil Elvy MFNZ #11020**

|                      |            |            |             |
|----------------------|------------|------------|-------------|
| Flight 1 - 10 min 05 | 595 points | 40 landing | 635         |
| Flight 2 - 8 min 58  | 538 points | 45 landing | 583         |
| Flight 3 - 10 min 03 | 597 points | 40 landing | 637         |
| Flight 4 - 6 min 36  | 396 points | 45 landing | <u>441</u>  |
| <b>Total -</b>       |            |            | <b>2296</b> |

**Carl McMillan MFNZ #8446**

|                      |            |            |             |
|----------------------|------------|------------|-------------|
| Flight 1 - 10 min 00 | 600 points | 50 landing | 650         |
| Flight 2 - 5 min 55  | 355 points | 10 landing | 365         |
| Flight 3 - 9 min 41  | 581 points | 10 landing | 591         |
| Flight 4 - 9 min 54  | 594 points | 00 landing | <u>594</u>  |
| <b>Total -</b>       |            |            | <b>2200</b> |

**Rex Ashwell MFNZ #10746**

|                      |            |            |             |
|----------------------|------------|------------|-------------|
| Flight 1 - 9 min 58  | 598 points | 25 landing | 623         |
| Flight 2 - 3 min 25  | 205 points | 40 landing | 245         |
| Flight 3 - 10 min 02 | 598 points | 50 landing | 648         |
| Flight 4 - 9 min 59  | 599 points | 30 landing | <u>629</u>  |
| <b>Total -</b>       |            |            | <b>2145</b> |

**Peter Smith MFNZ #12188**

|                      |            |            |             |
|----------------------|------------|------------|-------------|
| Flight 1 - 10 min 01 | 599 points | 10 landing | 609         |
| Flight 2 - 8 min 21  | 501 points | 00 landing | 501         |
| Flight 3 - 4 min 52  | 292 points | 25 landing | 317         |
| Flight 4 - 3 min 56  | 236 points | 15 landing | <u>251</u>  |
| <b>Total -</b>       |            |            | <b>1678</b> |

**Event 93 - ALES Radian**

**Rex Ashwell MFNZ #10746**

|                     |            |            |             |
|---------------------|------------|------------|-------------|
| Flight 1 - 6 min 57 | 417 points | 50 landing | 467         |
| Flight 2 - 6 min 42 | 402 points | 50 landing | 452         |
| Flight 3 - 6 min 57 | 417 points | 50 landing | <u>467</u>  |
| <b>Total -</b>      |            |            | <b>1386</b> |

**Garry Morgan MFNZ #12386**

|                     |            |            |             |
|---------------------|------------|------------|-------------|
| Flight 1 - 6 min 49 | 409 points | 50 landing | 459         |
| Flight 2 - 6 min 58 | 418 points | 50 landing | 468         |
| Flight 3 - 6 min 55 | 415 points | 25 landing | <u>440</u>  |
| <b>Total -</b>      |            |            | <b>1367</b> |

**Carl McMillan MFNZ #8446**

|                     |            |            |             |
|---------------------|------------|------------|-------------|
| Flight 1 - 6 min 50 | 410 points | 50 landing | 460         |
| Flight 2 - 6 min 59 | 419 points | 50 landing | 469         |
| Flight 3 - 6 min 00 | 360 points | 25 landing | <u>385</u>  |
| <b>Total -</b>      |            |            | <b>1314</b> |

**Phil Sparrow MFNZ #12385**

|                     |            |            |             |
|---------------------|------------|------------|-------------|
| Flight 1 - 6 min 39 | 399 points | 50 landing | 449         |
| Flight 2 - 5 min 20 | 320 points | 00 landing | 320         |
| Flight 3 - 7 min 00 | 420 points | 50 landing | <u>470</u>  |
| <b>Total -</b>      |            |            | <b>1239</b> |

**Phil Elvy** MFNZ #11020

|                     |            |            |             |
|---------------------|------------|------------|-------------|
| Flight 1 - 6 min 57 | 417 points | 50 landing | 467         |
| Flight 2 - 4 min 11 | 251 points | 50 landing | 301         |
| Flight 3 - 6 min 59 | 419 points | 50 landing | <u>469</u>  |
| <b>Total -</b>      |            |            | <b>1237</b> |

**Brian Mogford** MFNZ #12282

|                     |            |            |             |
|---------------------|------------|------------|-------------|
| Flight 1 - 5 min 33 | 333 points | 25 landing | 358         |
| Flight 2 - 5 min 58 | 358 points | 50 landing | 408         |
| Flight 3 - 7 min 02 | 418 points | 50 landing | <u>468</u>  |
| <b>Total -</b>      |            |            | <b>1234</b> |

**Peter Smith** MFNZ #12188

|                     |            |            |             |
|---------------------|------------|------------|-------------|
| Flight 1 - 6 min 57 | 417 points | 00 landing | 417         |
| Flight 2 - 4 min 24 | 264 points | 50 landing | 314         |
| Flight 3 - 6 min 56 | 416 points | 50 landing | <u>466</u>  |
| <b>Total -</b>      |            |            | <b>1197</b> |

With day light saving here again we will start slope soaring at Meadowbank again, something that a few of us are looking forward to. No doubt Carl will have details elsewhere in the newsletter, but if you've never tried this type of flying try to make time to join us one evening. Slope soaring is great fun and depending on the wind it can be serene or insane - insane is more fun!

We are not nearly as insane as those that fly dynamic soaring models on the slope. Alex Hewson of Christchurch broke his own NZ speed record a short time ago clocking a cool 539 mph (867 kmh).....any way you care to look at it, that is a frightening speed for a model glider, but it's still 6 mph short of the world record.

Finally, a friend recently sent me this short YouTube clip of a new North Korean fighter jet - not sure how Kim's guys accomplished this, it uses technology no-one else has been able to develop:

[New North Korean Jet Fighter - YouTube](#)

Happy Thermals,

Rex Ashwell

## **MAMS Membership and Subscription Structure**

|                                      |         |
|--------------------------------------|---------|
| Ordinary Member (all Sections)       | \$55.00 |
| 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. 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 **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 **December** issue to the editor a few days before the end of **November**.