

more progress on the track project and a few snapshots are attached for interest. Thanks to all who have turned out to help.





The Spring weather has been variable with either no wind or too much for model flying and yacht sailing. Oh well, we take what we are given and make the most of it.

The planned social dinner was cancelled, unfortunately, but perhaps we can get together later in the year. We'll have to wait and see how the release from lockdown goes.

I am sad to advise that Patrick Robinson passed away on Monday 27th Sep after a long fight with cancer. We will miss him very much with his cheerful smile and willingness to take part in club activities. Our sincere condolences go to his wife and family who were able to be with him.

My thanks to all who have renewed their Annual Subscriptions but this is a reminder that there are still a number of members who have not renewed yet.

Nigel Wood
Secretary / Treasurer

Boating section.

It now looks like our seasonal winds have arrived. Yesterday (26th) they were just right until rain started and temperature dropped. Rain came to nothing really. Weekend before was gusty and unsettled. The pond continues to be in good condition but with warmer weather slowly arriving it will be interesting to see how far it will go before needing another clean.

The tree pruning session went well. Thanks to those who helped. We now get less turbulence when wind is northwesterly. There was plenty of dead wood to remove. Judging by the growth pattern of a number of the trees the pruning was way overdue. In future they will need to be carefully monitored as there is potential for roots to push into the lower rail track cutting. Wood chipper put to good use again.

I wanted thinner clear rigid plastic sheet the other day (less than 3.2mm thk). Bunnings sheets were either too big, too expensive etc. Tip - found ideal size 1.6mm thk at warehouse stationery in the form of display card holders that retailers use. Number of different sizes and more affordable than other sources.

Flying Section

Flying activities have been disrupted lately with the flood and Covid lockdown. We can operate but remember we are currently at alert level 2 and need to follow the Level 2 protocols to keep everyone safe (<https://covid19.govt.nz/alert-levels-and-updates/alert-level-2/>) ie social distancing and hygiene. We have a Covid 19 QR code at the airfield for everyone there to scan, it is located on the signpost that marked the East end of the car park.

The fences that were damaged by the flood have been repaired/replaced, the East end fence is now only a two wire electric but the farmer is happy with that and it will be less prone to damage and easier to fix after future floods. The electric wires along the West end fence have not been reconnected yet (probably not necessary). The wreckage of the old hut and the debris spread along the Stop bank from our site has been removed and dumped, thanks very much to everyone involved in that (and the fence and gate replacement).

There are a couple of old ironing boards there that people have used as aircraft support stands but they are looking very rusty and tatty, do they belong to current members or are they rubbish as well, please let me know.

Linton has given us a cable reel as a round table for the flying site after the old reel and picnic table got washed away.

There has been some discussion about putting up a Shade sail at the field for some shelter, and some talk about storage at the field after the hut was washed away and wrecked, if anyone has any ideas please let me know. I am in the process of acquiring a second hand Porta-loo for the site to replace our old Toilet, Hire-pool have them for sale occasionally and hopefully I will get the next one to become available (they got one in last week but the tank leaked so was no good).

We did get some NDC flying in last month but limited by Covid, see Rex's report below. There are three more NDC competitions we fly this month and one next month to finish the competition year.

Slope soaring has started again now that we are into Daylight Saving time again. The first session was pretty brief with only Rex and I turning up and a strong westerly blowing. Rex had a good flight with his JW 60 but I did not have the nerve to fly mine in the conditions with my lack of current flying lately and a limited landing area on that slope(it has changed a bit from last season). The slope soaring sessions will continue each Wednesday evening through the summer daylight saving time, those interested meet at the Car Park off Rifle Range Place at the West end of the Wither Hills Walkway at 5:30pm.

Hopefully we get back to Level 1 shortly and back to normal activities again. Keep well, fly safely and have fun.

Carl M.

The Soaring Scene

Normal life is prone to unplanned interruptions and we have had our fair share in recent months. Between bad weather, floods and pandemic lockdowns of various levels, the opportunities for model flying have been few and far between, and those of us competing in soaring contests have been going through a particularly sparse period. Fortunately the flying field survived it's immersion in the river incredibly well, something I credit to the great work done by those who originally prepared the area, sowed the grass and have kept it in good condition ever since - would that my lawn looked so good!

We are now back flying NDC competitions after missing some completely in July and August, which dropped our overall positions back considerably compared to some of the competition. It is, as they say, what it is, and anyway there's more to this game than winning. Most of us are in it because we enjoy the company of others with similar interests and for the challenge of flying a model well in often difficult conditions. Unsurprisingly, flying well doesn't come easily when you haven't flown for a couple of weeks and first time out for the those of us that turned up to fly ALES Radian was, shall we say, a bit mixed. Phil Sparrow mastered the conditions better than the rest:

Event 427 - ALES Radian

Phil Sparrow MFNZ #12385

Flight 1 - 7 min 00	420 points	50 landing	470
Flight 2 - 6 min 48	408 points	00 landing	408
Flight 3 - 6 min 37	397 points	50 landing	<u>447</u>

Total – 1325

GarryMorgan MFNZ #12386

Flight 1 - 6 min 23	383 points	50 landing	433
Flight 2 - 6 min 59	419 points	50 landing	469
Flight 3 - 6 min 01	361 points	50 landing	<u>411</u>
Total -			1313

Phil Elvy MFNZ #11020

Flight 1 - 7 min 01	419 points	25 landing	444
Flight 2 - 5 min 27	327 points	50 landing	377
Flight 3 - 6 min 00	360 points	50 landing	<u>410</u>
Total -			1231

Rex Ashwell MFNZ #10746

Flight 1 - 7 min 04	416 points	50 landing	466
Flight 2 - 5 min 21	321 points	50 landing	371
Flight 3 - 5 min 27	327 points	50 landing	<u>377</u>
Total -			1214

Carl McMillan MFNZ #8446

Flight 1 - 7 min 03	417 points	25 landing	442
Flight 2 - 4 min 07	247 points	50 landing	297
Flight 3 - 4 min 27	267 points	50 landing	<u>317</u>
Total -			1056

A few managed to fly ALES 200 the following week and again we had off and on conditions. Unfortunately the rest of the crew missed their final opportunity to get scores on the board during the last weekend of the month when the strong wind prevented any flying. With just two months of NDC remaining we do need to see some helpful conditions if we are to challenge the Christchurch and Hawkes Bay groups.

What we need is a roof over the field: [\(67\) Django von Sansibear Indoor - YouTube](#)

Event 426 - ALES 200

Rex Ashwell MFNZ #10746

Flight 1 - 9 min 23	563 points	45 landing	608
Flight 2 - 10 min 03	597 points	50 landing	647
Flight 3 - 6 min 50	410 points	50 landing	460
Flight 4 - 9 min 59	599 points	45 landing	644
Total - 2345			

Garry Morgan MFNZ #12386

Flight 1 - 10 min 00	600 points	50 landing	650
Flight 2 - 10 min 06	594 points	40 landing	634
Flight 3 - 9 min 04	544 points	40 landing	584
Flight 4 - 6 min 01	361 points	30 landing	391
Total - 2259			

Phil Sparrow MFNZ #12385

Flight 1 - 9 min 55	595 points	00 landing	595
Flight 2 - 6 min 32	392 points	05 landing	397
Flight 3 - 9 min 51	591 points	00 landing	591
Flight 4 - 7 min 00	420 points	50 landing	470
Total - 2053			

I'm not sure whether there was much building done during the lockdown - it might have been easier if it had been summer as I know my garage wasn't a very comfortable place to work at that time. There was a time when a few weeks of free time would have seen a flurry of activity and a bunch of new models appear on the scene, but the size and complexity of modern soaring models means they require a lot of planning and you don't just dash off a new design. Garry Morgan has been working away at a new 3 metre glider and it's reached a fairly advanced state now with most of the major parts completed, so we look forward to that maiden flight. He's slowly evolved his bigger models, starting with a conventional built up balsa model and advancing to a much more contemporary 4 metre wingspan carbon fibre beast eight iterations later. His models are now very

competitive with modern European designs so it will be interesting to see how this new model performs alongside the similar 3 metre Alohas that a couple of us fly.

Finally, we all know that a slight amount of craziness is required to fly model aircraft and that sometimes shows itself in models that are a touch over the top. With regular slope soaring about to kick off again a few will be thinking about what models they'll be flying on the slope this year, but I don't think any of us will have this kind of excess in mind - the Europeans do love their big models, but this is ridiculous.

[\(241\) 2021 06 11 Herlisberg Patrick Trauffer - Leichtflieger Libelle - YouTube](#)

(Rex)

For Sale

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)	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. 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 2020 onwards are still considered paid up club members for 2021/2022 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 **December** issue to the editor a few days before the end of **November**