

NSMAC NEWSLETTER - of sorts - 12 Dec 2010.

Not a proper newsletter. More just a quick note to wish everyone a Happy Christmas and New Year.

Days at the club have been fantastic lately, with some very helpful weather conditions, lots of highly interesting planes, great chats, fun flying and awesome BBQs.

You may have been wondering what happened to the newsletters, as it has been a while since the last one. I guess there isn't the same need over Summer. They were to keep things humming during the dull old Winter months with the challenges of indifferent weather and inconvenient access. But obviously, from the positive feedback, they are welcomed by members and some people are missing them at the moment - "What happened to Stan?" I do intend to keep them up, perhaps more on a monthly basis. Lately, I have been working hard preparing my boat for sale. She's a 35' Townson yacht, now on the sales berth at Westhaven. The work was fairly significant. The boat, along with having to start working again, necessarily drew me away from Club day activities and out of circulation generally. Not having an operational plane to fly also didn't help, after terminally grubbing the Cap21 into the dirt. Still smarting over that little act of wanton destruction. Anyway, rest assured there will be further newsletters in the new year.



It was a thrill for me to have a fly again last Sunday after weeks of slaving on the boat and pining. Ed Fernie gave me an old Kadet/Seniorita (probably the latter), which I resurrected and got airborne. It's quite well worn and has an elderly 25 size engine. I really wondered whether it would be enjoyable to fly or heavy weather. I needn't have worried. It makes like a bird. This Sig design totally rocks! No ailerons, but who needs 'em. I've mixed the rudder and aileron controls on the TX to hoodwink myself into thinking they exist and don't even miss them, save to say that rolls, Cuban 8s and cross-wind landings are a wee bit of a challenge ☺. This is an incredibly good choice of plane for a 1st trainer. So much easier to fly than the Calmato or any other aircraft I've had. John Laker thinks it's a Seniorita with Kadet wings, which are smaller, so she doesn't float like a Seniorita.

Back to the jungle - the main thing is that everyone is having a ball on flying days and there's little doubt that we have one of the best clubs around when it comes to friendship, spirit, help and genuine interest in other members. Our facilities are improving all the time, notably with the latest provision of a metalled access right through from the road. I understand that gap 60 was used and that once it has compacted down a bit more there'll be a bit of trimming and some gap 40 will be laid over it. The idea is to wait and see whether any drainage is needed. Wow, what a boost this will be for us, come winter!

So, there it is. Christmas is upon us – yeh! Tomorrow, Jan and I fly down to family in Dunedin, where we are going to have a ball for 3 weeks. Hope to drop in to the Dunedin MAC in Mosgiel again – could even get a go on their trainer, which would be very cool. Best wishes to one and all for an excellent break and family time. See you at the field in January. Happy flying.....

Regards, Stan