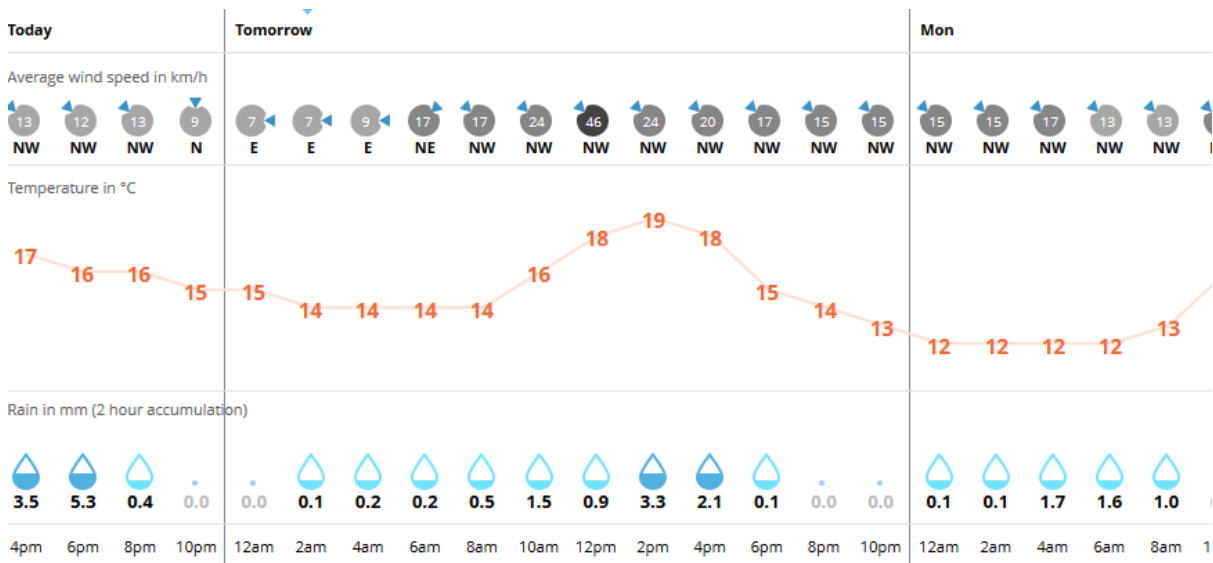




Rain, wind, not much flying....

Welcome to winter in the Manawatu!

Managed some Assassin flying Sun 15th, but then spent time in the club house waiting for some BBQ sausages..... Cold wind blowing!



WE DON'T KNOW HOW LUCKY WE ARE

As winter rolls on and we sit in front of the fire, wishing the field were a wee bit more...well dryer under foot, do we really realise how lucky we are to have a well-manicured flying site like ours. Now I am the first to admit there are some issues/down falls with our site, and I am the first to suggest we will lotto, drain the paddock and put a sealed strip in, but in reality that's most unlikely to happen.

In my travelling around the country I have flown at a fair amount of other clubs flying sites, and still I look back and say ours is hard to beat. Now I have flown at, and am a regular visitor to Warkworth, Waharoa, Tokoroa, Taupo, Hawkes Bay, Hawera, Wanganui, Kapiti, Masterton, and have made a trip to McLean's Island Christchurch all very nice places to fly however some of these places have issues that affect their day to day flying.

So in my experience we as a club have a pretty good facility that is up there in my estimation with some of the best flying sites in NZ. I continue to hear stories of clubs that are having struggles, recently both New Plymouth and Papakura model flyers lost their sites, New Plymouth have been lucky and found a new site. I am unsure of Papakura currently but I know they were struggling to find a new site. Kapiti a year or two ago had to fight to keep flying where they are, hence the tapered height limit.

So the next time you have to don the gummies just think, we have a bowling green like strip, bbq chef, 1000ft height restriction and pretty accepting neighbours. From what I've seen there is no such thing as the "perfect" flying site, but with what we have are we really that hard done by?

Hamish Loveridge

<http://www.aeroneers.com/documents/We%20don%27t%20know%20how%20luck%20we%20are.pdf>

Glider Report

2-metre Competition

Sunday 1st September 2013

Interest in gliding remains high with thirteen members turning up to compete in the 2-metre contest, even though three of our regulars were absent. This is very encouraging and shows that the relaxed nature of the 2-metre class has proved attractive to those members who have previously been unwilling to take part in contests of any sort.

A solid breeze throughout the day produced excellent launch heights and consistent lift, requiring most fliers in the first round to dive out of lift in order to land within the 3-minute target. The second round, however, produced variable results with some fliers striking a sudden strong downdraft which scuppered their chances of achieving the 5-min target. Once again Wayne was the top scorer achieving just two seconds short of the maximum possible of 580 points for the two rounds.

Results:

	3min. target	5min. target		Total
Wayne Bilham	3:01/50	5:01/50		578
David James	3:02/50	4:27/50		545
Tama Randell	3:13/-	5:05/50		512
Greg Findon	3:27/-	4:56/50		499
Bruce Withell	2:50/50	4:33/-		493
Bruce Fryer	2:22/-	5:09/-		433
Merv Matthews	3:03/50	2:10/50		407
Bruce Woodfield	2:58/-	2:59/-		357
Mike Randell	2:48/50	1:39/-		317
Peter Vining	2:44/50	1:18/-		292
Richard Mandersen	3:08/-	DNF		172
Brian Dickons	3:24/-	DNF		156
Bruce McKay	2:26/-	DNF		146

Royal Navy News

The Royal Navy is proud to announce its new fleet of Type 45 destroyers.

Having initially named the first two ships HMS Daring and HMS Dauntless, the Naming Committee has, after intensive pressure from Brussels, renamed them HMS Cautious and HMS Prudence. The next five ships are to be HMS Empathy, HMS Circumspect, HMS Nervous, HMS Timorous and HMS Apologist.

Costing £850 million each, they comply with the very latest employment, equality, health & safety and human rights laws.

The Royal Navy fully expects any future enemy to be jolly decent and to comply with the same high standards of behaviour.

The new user-friendly crew's nest has excellent wheelchair access.

Live ammunition has been replaced with paintballs to reduce the risk of anyone getting hurt and to cut down on the number of compensation claims.

Stress counsellors and lawyers will be on board, as will a full sympathetic industrial tribunal.

The crew will be 50/50 men and women, and will contain the correct balance of race, gender, sexuality and disability.

Sailors will only work a maximum of 37 hours per week as per Brussels Rules on Working Hours, even in wartime.

All the vessels are equipped with a maternity ward, a crèche and a Gay Disco.

Tobacco will be banned throughout the ship, but recreational cannabis will be allowed in wardrooms and messes.

The Royal Navy is eager to shed its traditional reputation for; "Rum, sodomy and the lash"; so out has gone the rum ration, replaced by sparkling water.

Sodomy remains, now extended to include all ratings under 18. The lash will still be available on request.

Saluting of officers is now considered elitist and has been replaced by "Hello Sailor".

All information on notice boards will be in 37 different languages and Braille.

Crew members will now no longer have to ask permission to grow beards and/or moustaches. This applies equally to female crew.

The MoD is inviting suggestions for a "non-specific" flag because the White Ensign may offend minorities. The Union Jack must never be seen.

The newly re-named HMS Cautious will be commissioned shortly by Captain Hook from the Finsbury Park Mosque who will break a petrol bomb over the hull.

She will gently slide into the sea as the Royal Marines Band plays "In the Navy" by the Village People.

Her first deployment will be to escort boatloads of illegal immigrants to ports on England's south coast.

The Prime Minister said, "Our ships reflect the very latest in modern thinking and they will always be able to comply with any new legislation from Brussels."

His final words were, "Britannia waives the rules."

<http://www.navy-net.co.uk/nautical-jokes/70800-new-navy.html>

COMMITTEE REPORT

Club Events

Check: <http://www.aeroneers.com/apps/calendar/>

September

22nd Cub & Scale

29th Scale & Sport

October

3rd Committee Meeting @ Bruce Withell's place

6th Glider

8th Indoor

13th Tomboy & Vintage

20th Combat & Sport

24th Club Night – maybe at HeliPro?

27th Scale & Cub

28th Labour Day – Flying

31st Committee Meeting @ Bruce McKay's

Club Subs

Family \$140.00

Senior \$135.00

Junior (under 18) \$40.00

Associate \$40.00

Associate (Flying) \$80.00

Subs are per annum. Please pay to Bruce Withell (Treasurer) or any Committee Member.

The club needs to pay the Insurance Fees to the [NZMAA](#) prior to July 1st to ensure all Club Members are covered by the MFNZ Public Liability Insurance.

You need to be a paid member to fly at the Club Airfields!

CLUB DETAILS

Opinions expressed in this publication are those of each contributor only.
The Editor and Committee reserve all right in respect of submitted material.
Contributors are reminded that the deadline for publication is the 20th of each month.

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