



Piston 'n' Prop.

Newsletter

**Marlborough Associated Modellers Society Inc.
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April 2014

MAMS AGM Tuesday 8th April 7-30pm at the MAMS Clubrooms, Brayshaw Park.

Committee Meeting notes for February

A warm welcome to Murray & Todd Hewetson (engineering), Paul Steijn and Gregory Trought (flying) into membership.

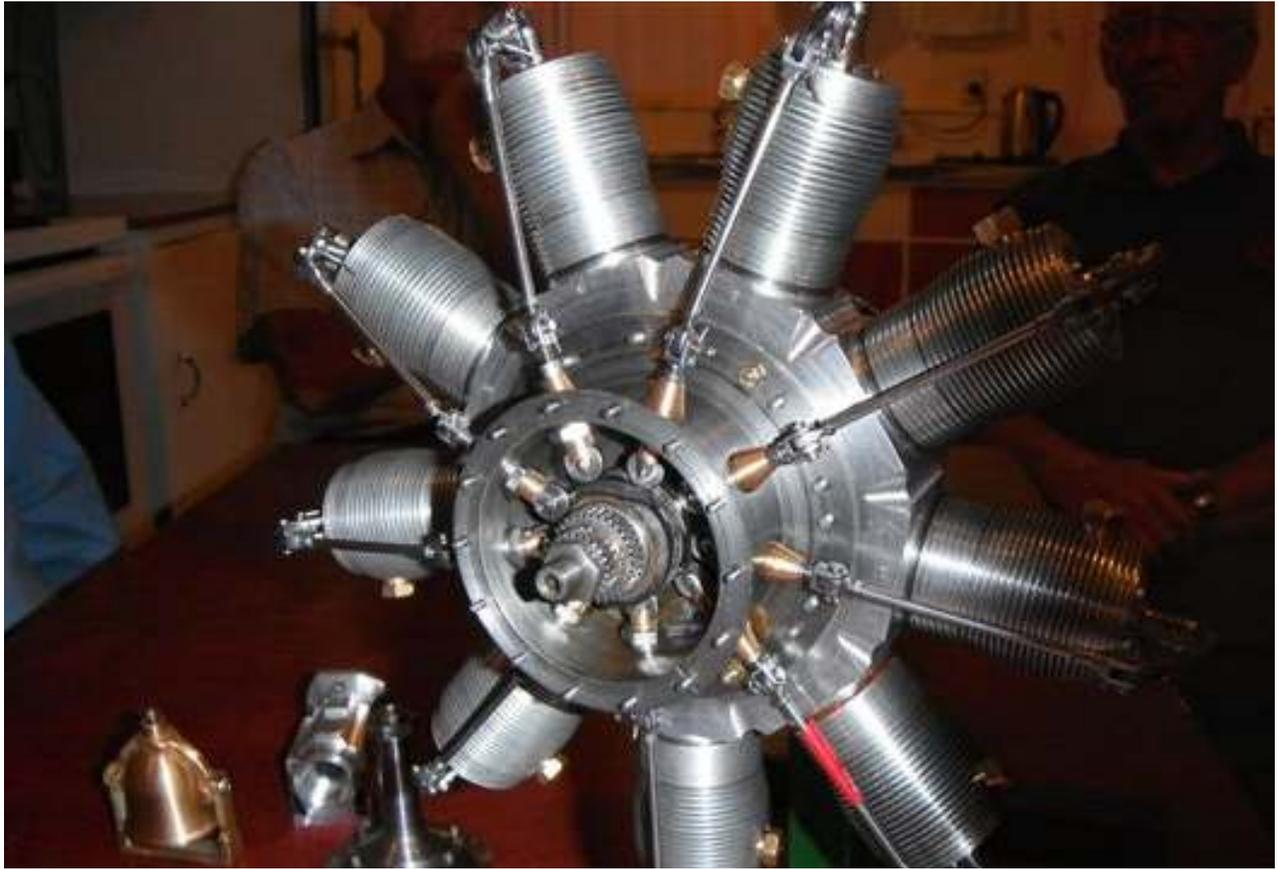
Heritage Day on Thursday February 6th has come and gone and was a very successful and enjoyable day. The temperature was bearable with not too much wind, and there were a good number of visitors to our area, but not so many that there were long queues waiting for train rides. This was appreciated as we were limited in staffing and some loco drivers didn't get much of a break during the day. The boating pond was a big draw card with the numbers of model boats and yachts operating as well as pond yachts for the children. The static displays were well received, too. The Committee wishes to express thanks and appreciation to all the members who took part and helped - we couldn't have accomplished what was done during the day without you. The day was finished off with a very pleasant meal and time of fellowship. Next year Heritage Day will be on a Friday so plans are afoot to perhaps have a three day event and invite members from Nelson and Canterbury clubs to visit with their locos and share the time with us. We will let you know what is planned in good time for accommodation arrangements to be made, and so forth.

The Annual General Meeting is set for Tuesday 8th April at 7.30pm in the Clubrooms and we request that members make a point of keeping this evening free of other appointments and plan to attend. This is your opportunity to meet together, to have a say, and to help give direction for the Club to take in the coming year. A short Special General Meeting will be held immediately following the AGM to discuss and decide on registration of the Society with the Dept of Labour with regards to our miniature railway operations. The Committee considers that all members need to be involved in the decision as it is beyond the responsibility of the Committee.

Nigel Wood
Secretary

Steam Section Meeting 18th February 2014.

8 members attended plus Murray Brown who came along to see what we do. Murray is currently involved in making a clock and is interested in sharing some of the engineering-type problems that may arise during construction.



Ken McIntyre has been making good progress with his 1/4 scale rotary aircraft engine and is presently making an oil pump based on a scaled down version of the full-sized pump.



He had been loaned this pump from which to take dimensions. He is making an improved bearing mount for the pump drive to give better bearing wear. The full-

size engine made at Omaka has been running and one of the things revealed in the process was the need for lubrication ports in the piston skirts. Oil is flung into the centre of the piston by centrifugal force but was not able to lubricate the skirt area. Ken has adapted his pistons accordingly. He had made the valve gear for each cylinder and a challenging problem was to make the valve stem collar retainers.



He was able to make satisfactory retainers from sections of coil spring which may be seen in the photo.

Mark Taylor had brought along one of the bogies for his 7 1/4" Phantom tender / ride-on trolley based on a Vanderbilt type.

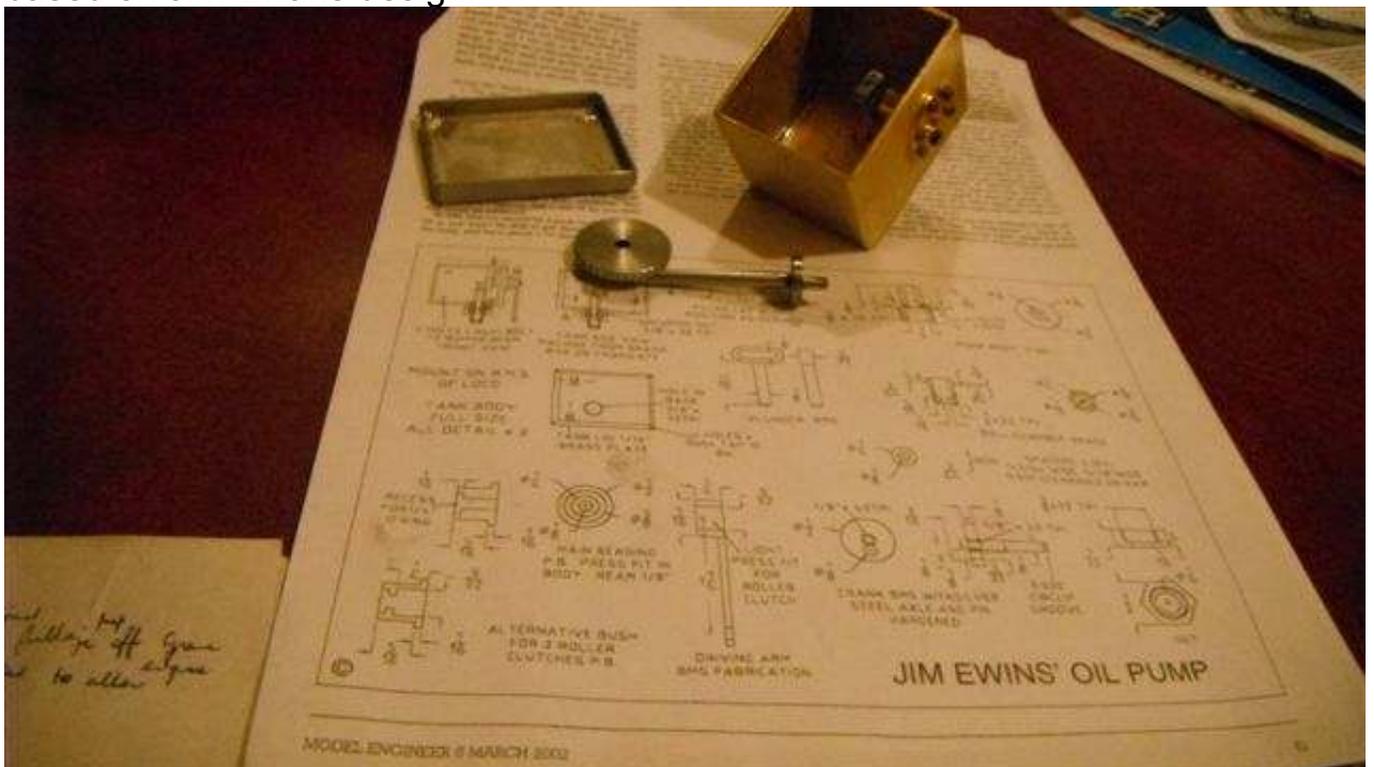


This has to have brake gear fitted and each wheel has independent bearings. He has been experimenting with a Baldwin-type cow catcher and had made a very nice looking bell to mount in due course.



It was good to see John Neal who had brought along the rolling chassis for his 3 1/2" gauge Tich which requires some rework of coupling rods. He has made a start on machining the cylinders.

Nigel Wood brought along a partly completed mechanical oil lubricator pump based on Jim Ewans design.



Machining a ratchet wheel is the next stage because the feeling is that the roller clutches shown in the plan are not as satisfactory in operation as ratchet & pawl for driving the pump.

There was general discussion covering a range of topics and a pleasant time was enjoyed by all.

The session closed at 9.30pm.

Boating Report

I haven't got much this time, I've been busy with other interests for the last two months.

From what I've heard Heritage Day went well with the pond yachts in big demand. Thanks to all who turned up and helped make the day happen. Allan Fairweather made new sails for the wee pond yachts, these look really colourful on the pond and I'm sure will give hours of fun.



You may have heard that a new model shop has opened in Roseland's Garden Centre. This run by the owners son who is into rc helicopters and cars. I've been and had a chat with him and told him of our club and what we do. He stocks quite a few rc aircraft, cars, helicopters, some batteries, radio gear, plugs, covering material etc. Not many boats at the moment but he is looking at what he is able to source. He doesn't stock rubbish so don't expect really cheap stuff but what he does stock seems to be at a really good price. I bought a new toy, not a boat, but it was cheaper than anywhere else in NZ , (including Trade Me) or getting it in from overseas. So support him when you can and if he hasn't got what you need ask if he can source it for you. I have 110meters of Spectra line, used for rigging your yachts. I thought it was fairer on Robin Mitchell that I buy a few meters and you guys come see me rather than you bugging him all the time for a

few meters.

The AGM is on soon so hopefully we will see you there.

Philip

Flying Section report.

Remember **MAMS AGM Tuesday 8th April 7-30pm at the MAMS Clubrooms, Brayshaw Park.** Time to think about who you want to represent the flying section on the Committee.

If you skipped past the earlier part of the newsletter, check out the Scale Gnome Rotary engine Ken is building from the engineering section, it is impressive and the photo's do not do it justice.

MFNZ members Affiliation fees are due, and are the same as last year. They are \$20 for Junior (under 18), \$67 for senior, \$72 for family. If you could pay these to MAMS before the end of May it will allow me to get them to MFNZ in June so membership will not be interrupted. New combined membership and wings cards will be issued out this year. It has been good to see members competing in the NDC competitions, see Allan's report below.

Welcome Paul Steijn and Gregory Trought into membership, I hope they will be made welcome and enjoy their time with MAMS flyers.

The Wednesday evening slope soaring has not been very successful this year, weather has not been very good at all, but a few of us have been out and managed some reasonable flights. It seems more of a test of skill to stay airborne than to just blast around and have fun on most occasions. Electric gliders have their advantages. One more session to go this season (2nd April) and the forecast is not looking to good at this stage.

There is a lot of flying going on out at the flying field, not only at scheduled club sessions, when the weather is good. It is good that this is happening, have fun, but always be safe and fly safely.



A variety of model types at recent Sunday session, from the front – electric Glider, Nextar trainer/sport, Scale aerobatic model, Scale B25 foamie, Scale Ventura, low wing sport, vintage. A mix of ARF's, Foamies and Scratch built models, our hobby seems to be getting more and more diverse as time goes on.

We now have two local shops selling modelling supplies, Basis out at Renwick and now Roselands Garden centre in town, they both seem keen to be helpful to modellers.

I have finally retired my P40 Funfighter after a couple of years of very hard use, it



has been great fun and has been the adrenalin machine in my collection, but it has had a few too many bad incidents and while it is almost indestructible it is getting a bit too battered and bent and unpredictable to continue. I have a new Funfighter to replace it, a Spitfire this time, and it looks really good but I have not had a chance to fly it yet. It appears a bit more refined than the P40. The colour scheme represents Douglas Bader's Spitfire, sort

of.
Carl M.

Allan's Report 28 April.

NDC Results for 2013

Great results again last year. MAMS is the third placed club in NZ for 2013. A great effort from the few of us that fly these events.

I finished first in the individual results and Al Baker and Peter Deacon finished in the Top 10. We do fly often though averaging about 4 events a month, mostly Vintage, Glider, Electric glider and a little bit of Free Flight. Thanks to all of you who support this activity.

We are now into the NDC competitions for 2014.

First up was gliding at Chaytors. We now have ready access to this site for the year. It is special for the space it provides and it is well away from the hills so works in all winds. 4 of us flew. Pete Deacon won and Al Baker posted the best landing. Conditions were not easy but we mostly made our 6 minute targets.

Class A Duration NDC Event 40																			
CD	Knox																		
Date	8-Feb-14																		
Position	Competitor	Total	NZMAA	6 Min Fit			6 Min Fit			6 Min Fit			6 Min Fit						
				Flight Time		Landing	Points	Flight Time		Landing	Points	Flight Time		Landing	Points	Flight Time		Landing	Points
				mins	secs		mins	secs		mins	secs		mins	secs		mins	secs		
1	P Deacon	1356	10441	6	4	95	451	5	57	96	453	5	57	95	452	6	0	90	450
2	A Knox	1353	7621	6	4	85	441	6	2	95	453	5	55	91	446	5	59	95	454
3	Allan Baker	1289	4943	6	6	70	424	5	0	99	399	5	55	91	446	5	49	70	419
4	Ken McMillan	1193	10988	5	57	70	427	2	25	90	235	3	47	91	318	5	58	90	448

I was the only one flying 2 Meter. The wind made it tough so time s were low but it's still fun to fly this simple cheap class.

Class H Duration (2 Meter)																							
CD	Knox																						
Date	8-Feb-14																						
Position	Competitor	Total	NZMAA	3 Min Fit			4 Min Fit			5 Min Fit			6 Min Fit			7 Min Fit							
				Flight Time		Landing	Points	Flight Time		Landing	Points	Flight Time		Landing	Points	Flight Time		Landing	Points				
				mins	secs	(0 or 50)	mins	secs		mins	secs		mins	secs		mins	secs		mins	secs			
1	Allan Knox	1444	7621	2	57	0	177	3	46	0	226	3	50	50	280	4	7	50	297	6	54	50	464

Next up was 1/2 A Texaco Vintage and it was great having Al Baker join in this class with his lovely little Slicker. Some of you will remember it from the ads in the Aeromodeller from the 50s and 60s. The Slicker went well and when the engine settles down it will be very competitive. My Skipper went on its winning way again this year and I posted close to a person best after 3 maxes and the unlimited fly off flight. Conditions were lovely at Tua Marina and there was a large turnout of sport fliers too.



Al's Slicker



Results from today's Vintage 1/2A Texaco event number 48.

Allan Knox NZMAA # 7621, Model SKIPPER, year 1948, Age bonus 2

Flt 1 9 min 18 sec landing 20 = 500 Max

Flt 2 8 min 10 sec landing 20 = 500 Max

Flt 3 9 min 15 sec landing 20 = 500 Max

Fly Off Flt 12 min 44 sec landing 20 age 2 = 786 Max

TOTAL SCORE = 2286

Allan Baker NZMAA # 4943, Model Slicker, year 1948, Age bonus 2

Flt 1 6 min 51 sec landing 20, age 2 = 433

Flt 1 6 min 22 sec landing 20, age 2 = 404 Max

Flt 1 7 min 53 sec landing 20, age 2 = 495 Max

TOTAL SCORE = 1332

Next up was R/C Vintage Duration again at Tua Marina in very nice southerly conditions. There was some nice lift about but also some holes. The Internal Combustion class now only allows 20 seconds climb so good results require good air. As it should be I guess. Al and I flew IC then I put up some Electric duration times. Even harder as you need to fly a minute longer. I maxed out in IC with my Cumulus but missed out with the Scram in Electric. Al came close with the Lancer

but dropped one max. He went on to fly some control line to the amusement of all. Thanks Paul for helping out and the rest of our club mates for indulging us on their sport flying patch.

Even 64 Vintage IC RC Duration

Allan Baker, NZMAA 4943, Model Lancer, Year 1938, Age bonus 12

Flt1	5 min 45 sec ,	Land 20,	260 (Max)	
Flt2	4 min 02 sec ,	Land 20,	260 (Max)	
Flt3	2 min 17 sec ,	Land 20,	Age 12 ,	169

TOTAL = 689 points

Even 64 Vintage IC RC Duration

Allan Knox, NZMAA 7621, Model Cumulus, Year 1937, Age bonus 13

Flt1	5 min 12 sec ,	Land 20,	260 (Max)	
Flt2	3 min 56 sec ,	Land 20,	260 (Max)	
Flt3	5 min 07 sec ,	Land 20,	260 (Max)	
Flyoff Flt	3 min 32 sec ,	Land 20,	Age 13 ,	245

TOTAL = 1025 points

Event 65 Vintage Electric RC Duration

Allan Knox, NZMAA 7621, Model Scram, Year 1938, Age bonus 12

Flt1	7 min 00 sec ,	Land 20,	320 (Max)	
Flt2	4 min 5 sec ,	Land 0,	Age 12,	257
Flt3	3 min 14 sec ,	Land 0,	Age 12,	206

TOTAL = 783



Al Bakers Lancer on climb out. OS52 4 stroke at full song



Bottom to Top: My Scram, Al's Lancer, My Cumulus and Pauls sport parasol model.



Control line combat wing complete with Oliver Tiger diesel

We flew electric glider at ARA this time. A bit windy from NE. Lift to be found but not every time as you will note from the results. In ALES we both dropped flight time but I got hurt a bit more then blew my landing. Peter won again. He is making a habit of it this year. I finished off but an old out of date class called 7x7 electric sailplane. 7 cells, 3 x 7min flights without recharge. Too easy really. I missed perfect by just 2 seconds.

Event # 58	ALES200	Peter Deacon	MFNZ 10441
Flt 1	9min 52 secs	Landing 30	= 622
Flt2	8min 7 secs	Landing 35	= 517
Flt3	10 min 0 sec	Landing 35	= 635
Flt4	9min 51 sec	Landing 30	= 621
TOTAL =2395 points			

Event # 58	ALES200	Allan Knox	MFNZ 7621
Flt 1	10min 3 secs	Landing 40	= 637
Flt2	6min 42 secs	Landing 0	= 402
Flt3	10 min 01 sec	Landing 50	= 649
Flt4	9min 56 sec	Landing 45	= 641
TOTAL =2329 points			

Event # 59	7x7 Electric Sailplane	Allan Knox	MFNZ 7621
Flt 1	7 min 0 secs	Landing 50	= 470 (Max)
Flt 2	7 min 0 secs	landing 50	=470 (Max)
Flt 3	7 min 0 secs	Landing 50	=468
TOTAL = 1408			

Lastly, the weekend of March 15 and 16 was the invitational Aero Tow meeting down at Christchurch Radio Fliers field in Burnham. Pete Deacon and I travelled down Friday and stayed with my old friend Ian Harvey. We got in an excellent days flying on Saturday followed by a good night out at the Famous Gross Pub in Lincoln. Sunday was blown out but we did a little flying and headed home early well satisfied. Pete flew his moulded ASW28-18 at 4.5 meter span and I flew my 5m SHK, T31 and Alchemist. The SHK flew beautifully again. I was able to set up a single stick mode on my Mode 4 Transmitter so Ian and Pete could fly it. Both found it easy to fly. I noticed we landed at 29 minutes after some experimenting, aeros and a couple of thermals. Big gliders really do fly longer. There were lots of highlights. Andrew Palmer shouldered the bulk of the Tugging with his big Pawnee. Dave Griffin carved up the sky with his ASW22 at 5.6 meters. Very fast and efficient. There was vintage stuff there too. Andrew had a built up Ka7 that flew very well and was handed around to a number of pilots. It had a vario and this proved very useful for locating and holding lift. It stayed up very well as a result. Only \$800 as an ARF.

Lots of fun.



Burnham Aero Tow



The Palmer family's Ka 7



Peter Deacon and his ASW 28-18



Left to right: Ian Harvey our host, Pete D and Me. We shared the SHK flying.

The F3J team for the World Champs. Scott Chisholm and Dave Griffin were at the Aero Tow with WC Tee Shirts and Raffle tickets to raise money for our team. Nice prizes too. Check out their Website. You can buy what you want there.

<http://f3j.kiwi.nz/>

Coming up in the next 2 months we have:

Thermal B and D

Texaco A and ½ A Texaco Scale

Free Flight hand launch glider and Catapult glider

Open Texaco Vintage

RC Hand Launch Glider.

FOR SALE;

NOTE - NZ Model Flier's World is now available for issue at both Blenheim and Picton libraries.

MAMS Membership and Subscription Structure

Ordinary Member (all Sections)	\$ 55 (to be confirmed at the AGM)
Family membership	\$ 60(to be confirmed at the AGM)
Junior Member	\$ 35(to be confirmed at the AGM)
Country Member (+40km from Blenheim)	\$ 35(to be confirmed at the AGM)
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 \$67, Junior \$20, and Family \$72, paid to MAMS.***

*NOTE: MFNZ Fees fall due on the 1st April each year and must be paid by the club before **1st July**, (if you could please pay to MAMS by the end of May to give me time to get the money to MFNZ in June it would be helpful). **NEW** members joining MFNZ after November 1st only have to pay half fees, however existing members renewing late, will still need to pay for a full year.*

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.

If members intend to resign from MAMS, or not renew their subscription, could they please let the treasurer or a committee member know.

(**New** members who have joined and paid their Subs from December 2013 onwards are still considered paid up club members for 2013/2014 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 **June** issue to the editor before the end of **May**.