



Piston 'n' Prop.

Newsletter

**Marlborough Associated Modellers Society Inc.
Brayshaw Park, 8 Arthur Baker Place, Blenheim 7201**

President: Philip Gibbison**
Ph: 5780016

Secretary: Nigel Wood*
Ph: 5787086

Treasurer: Tom Hood
Ph: 5784066

Vice President: Brent Coburn

Ph: 5738511

Librarian:

Newsletter Editor: Carl McMillan***

Ph: 5780716

Email: carlmcmillan@ihug.co.nz

Committee Members:

Mark Taylor Ph: 5789885

Allan Fairweather Ph: 5786265

Carl McMillan*** Ph: 5780716

Ron Perkinson Ph: 5789699

* Primary contact person for Engineering section

** Primary contact person Boating section

*** Primary contact person Flying section

MAMS Website: www.mams.org.nz

If Clubs or members currently receiving this Newsletter by mail could receive it by email please let me know carlmcmillan@ihug.co.nz

April 2015

**2015 AGM at MAMS Clubrooms 7:30pm 14th
of April**

Committee Meeting notes for March

With Waitangi/Heritage Day behind us and hopefully the end of the total fire ban now that cooler weather is here, we look forward to the start of another Club year. Our Annual General Meeting is scheduled for Tuesday evening 14th April at

7.30pm in the Clubrooms. We would like to see a good attendance of members at this meeting as it your opportunity to have your say in how the club is run by the election of Committee members. I would like to thank our President and the other members of the committee who have faithfully met each month and for their practical support and encouragement during the year.

2015 Heritage Day weekend was a successful and enjoyable time and we appreciated the opportunity of having fellowship with club members from Christchurch and Nelson. When the Committee started planning the weekend activities there was no indication there was going to be a total fire ban which would prevent the operation of steam locomotives for giving train rides to the public, so we were very grateful for the diesel locomotives and additional ride trolleys the visitors brought with them. Our thanks to the Christchurch and Nelson Clubs once again. The Boating Section also had a very successful time by all accounts and the static displays were much appreciated as well. A big thank you to all members who took part and helped in one way or another during the weekend. We thank the ladies who provided food and refreshments during the weekend - we do appreciate your efforts and have received many favourable comments from visitors and members about how well they were looked after.

We welcome new members Dave Grueber (flying), Lawrence Gale (flying), Julie & Robin Wemyss (boating) and Ryan Stagg (flying).

We trust you will enjoy your association with the club and the pursuit of your leisure activities as well as making many new friends.

We regret to advise the deaths of David Brown (engineering), a long serving member, and of Eric Nash (boating). Our sympathies go to their families.

Nigel Wood
Secretary

Steam Section Meeting notes for February 17th.

9 members attended the meeting and the recent Heritage Weekend was discussed. The condition of the ground level and raised tracks was a matter for concern and an ongoing program of maintenance is needed. The ground level track hasn't had so many heavy locos running on it since the 2000 Expo, so it had a good work-out. Such defects as became apparent were remedied, fortunately, and the track remained in use for the weekend. Our visitors from Christchurch and Nelson reportedly enjoyed themselves and it was great to be able to share our

facilities with them.

The matter of club locos was raised and whether there was sufficient need for a 7 1/4" gauge club diesel. It was agreed the 5" gauge diesel would be the better for a new engine, preferably with electric start, but the loco performed reliably during the weekend.

It was noted during the weekend that an improved compressor arrangement would be desirable when so many ground level track point operations were carried out and the increased demand for compressed air.

It is possible there will be 5 new locos on the tracks during the year, all going to plan!

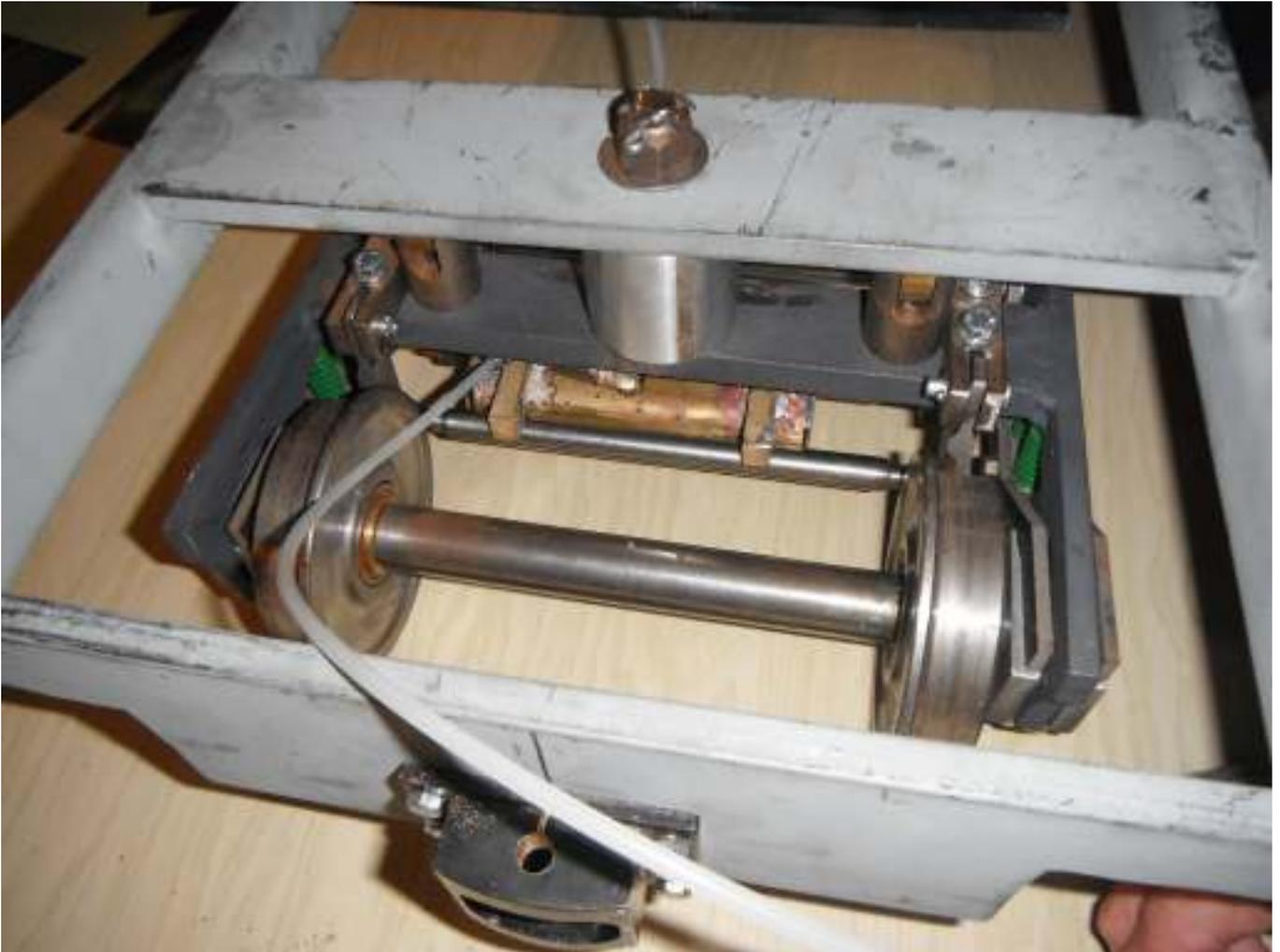


Ken McIntyre showed the small project he is currently working on - a miniature ring bottom hot air engine. This is very light in construction because of weight limitations and runs on meths. He showed the hot and cold ends and displacer. The cylinder with piston to be made. He is using very small needle roller bearings and plans to put the finished motor in a boat as it should have up to 11 watts output at 700 - 800rpm.



Win Holdaway showed the casting he had recently made of a leading truck for an American locomotive. The pattern was made of high-density polystyrene which was coated with a ceramic compound and treated as for a lost-wax casting. The ceramic coating was applied in multiple layers then heated to remove the polystyrene and calcify the coating before filling with gun-metal while the ceramic was still hot. He made two of the castings for a friend.

Ron Perkinson is making a loco stand for his new loco.



Mark Taylor showed his ride-on trolley which has progressed from having a cam operated braking system to being operated by an air inflated bag between the bars and which appears to work. Compressed air will be supplied from a compressor on the loco or he may end up using a battery driven compressor as the volume of air required is small. Mark showed some of the goodies he purchased on his recent trip to UK and Europe and showed a video of a vast indoor 7 1/4" gauge track layout and locos operating at an expo in Germany.

Nigel

Additional info regarding Engineering Section Meeting; 17-3-2015

A good meeting with plenty of discussions.

Of interest.

- A set of castings for a Table Top Mill, from Dave Gruber are available free to a good home. Contact Dave or see Ken McIntyre.
- Bits and pieces on the table were a bit light, except for a couple of projects from Ken.
2 Small Hot Air type engines of different varieties.

One has been completed and Ken demonstrated it running. A Stirling Ring Bomb design (I think that's correct). No mechanical connection from the operating piston and crankshaft to the flywheel drive. It is fired by a small meths burner, and Ken plans to run a small boat with it.

The other engine is still to be completed and operates by placing over a pot of hot water with the heat operating a set of bellows to transfer operation to a moving shaft and flywheel. It will be interesting to see it running.

- The rest of the evening was taken up by discussions on the possibility of extending the raised multi gauge track.
 - Several methods of construction were discussed.
 - Carry on with the same type as the present construction ie. Concrete pillars and concrete beams between them but with welded rail sections rather than the spacer bolt arrangements as used.
 - An alternative method, being treated pine posts and steel sections between them with the sleepers and rails mounted on top.

No decision was made as a preference.

Both methods were to be priced out to see as a comparison, and then any legal ramifications to be looked into ie, Resource consents etc..

- A Reminder of the AGM coming up: April; Tuesday 14th 7.30pm. at the Clubrooms.

Cheers, Ron.

BRASHAW PARK HERITAGE DAY 6th Feb 2015.

I guess it all started some 12 months before. Conversation between a couple at a mid week Working Bee. Question asked how can we get back to how *our* club was around 2000, it was simple send out invitations to like minded Model Engineering Societies. This was duly done and in the meantime 2 or 3 members worked for 12months repairing and doing some-long over due- maintenance: the general grounds and trees have been pruned and rubbish cleared from the grounds, on almost getting there we had a wind storm that left our grounds like we had a tornado through it. With another attack on cleaning up the place was back to where we were. Heritage Day was getting closer and. we had. no response from our invitations at this point in time. The next blow was a total fire ban was enforced, this started to give an indications of the possibly having no funds raised from the passenger carrying. Thanks to our Secretary's efforts within a few phone calls we had the wonderful support of Nelson & Canterbury club member's who stepped in with Electric and diesel loco to save the day . Thanks to you and your families for your wonderful interclub support.

This Heritage Day was to be a three day affair mainly due to the fact that to travel here for one day was not a good incentive to join in. Various places of interest were pre organised with a couple of back up places, sadly some we could not attend due to circumstances out of our control precluded us from taking our visitor there. One of our back up places was nullified by others, sadly only a few managed to see a private 7 1/4"g railway, hopefully next time for those who missed. I do hope you all can see what can be done if we all lend a hand on the day.

Our Ladies and their Kitchen.

This was very ably organised and run by Grace Wood. It was very pleasing to see Grace had help this year from 3 other ladies which must of made her job a little easier than in previous years. A job well done in very confined area, with us all tasting the benefits of their hard work, thank you Grace and your team of ladies.

Boat Pond

Our boat section once again had plenty of entertainment for the general public. This section has in the last few years grown and the number of public watching gives a good indication of our boating section depth, some very nice models were operated during the two days many I would think gave immense pleasure as well as some inspiration to those would be boaties.

Elevated & Ground Level tracks.

Not that the writer had much time to view operations on the day, but by all accounts the tracks did well as compared with previous years with the public numbers being a lot less that other years. Due mainly to the fact that Marlborough had many events during this long weekend. Thanks to those with diesel and Electric powered locomotives saved the day, and thank you visitors.

Exhibition & Display.

With an upgrade of tables, display stands, barrier fences and a few very helpful members, the general idea of putting on a display is to show the general public what our club members interests are. I tried to cover all aspects of our hobby plus those who's work is top shelf as well as those with leaser talent, but I must say that in general it was all above average giving a great cross section of interests and this added to the display. I do think our display did portray this? Our small table with recently completed models had some interesting admirers, three couples from the UK with another couple from Canada, all went away with the satisfaction, of seeing something they did not expect to see on their trip in NZ. Thank you to those who supported our display. The improvements made will help future Display Organisers job a little easier.

Sound Off.

Sadly to run a weekend event such as this takes man power and if we all gave an hour or two this would help the organisers immensely. Carl turned up for the Aero section stint on the gate duties sadly his helpers forgot. This went through the rest of the team with Nigel getting his lunch a 4pm and others who some never had lunch and or had to fill in for those who never lent a hand. I did enjoy our weekend all the same, it was nice to have kindred societies join in and help out in our hour of need. But most of all we made contact with other model engineers from most disciplines of our hobby.

Looking forward to next years event, hopefully sitting behind my loco?

Thank you to a couple who helped me during the last 16 months at the club grounds, without your care I could not have been able to do my bit. Help with the upgrade went well for it was done in anticipation of our yearly event Heritage Day.

Saturday 6 th.Febuarv 2016

Gives us a chance to have another two day event, NOW is the time to start thinking about it?

Micris F idelis

Peter Holdaway.



At long last 7 1/4 gauge American Baldwin style engine ,some members may remember
chassis
In the club rooms some 6 or so years ago. It is phantom running gear with a
freelance style engine design, this is photo of the first run on a track, very
successful just a few small mods to do. Should see it running on the club track
very shortly. Mark Taylor

Boating Report march 2015

Heritage Day /weekend. This was a great few days together. It was good to have the guys from Christchurch and Nelson come and join in. The weather was very good for the three days and good mix of boats was there for everyone to enjoy. Thanks to all who helped over the weekend.



The Vines. As a club we went to the Vines Village for an afternoon of boating. This was an enjoyable time and the Village are happy for us to go there any time. They have plans to build a larger jetty to give easier access to the pond. Any visits we have out there will be “extra” and will not replace our normal time at Brayshaw Park.

Monthly meetings. These have been very informative and enjoyable nights. A variety of topics have come up including motors, batteries, speed controllers, radio gear to name just a few, and I think we have all been able to help each other. Our next meeting is Thurs 2nd April, 7.30 at the clubrooms.

Starlet. These yachts suit our pond very well and we have 10 hulls being produced at the moment, some of these are going to Christchurch members, the rest are for local club members. This will give us about 8 or 10 Starlets in the club and should make for some close racing. We have a variety of sail cloth colours so we should have a blaze of colour on the pond. As a Section we intend to have a “sail making day” and a “keel making day” so all the sails, keels and rudders are the same.

Pond maintenance. We need to sort the pond drainage before it next gets emptied. This will mean digging to check the pipe and replace it if necessary. If you are able, please lend a hand when the time comes.

AGM. This is on next month, come along as we need members input.

Philip

Flying section report.

One of our long time members Eric Nash passed away recently, one of the week day flyers and a wonderful character, Sincere sympathies to his family. His funeral was on Friday 27th, and I am told 5 MAMS members attended, along with many others. No doubt he will be missed.

We welcome new members Dave Grueber, and young Ryan Stagg. Dave is an experienced model flyer. Ryan is only 11 years old and new to modelling but I have given him a few flights using the Buddy cord with my Bixler and am very impressed with his ability, he has taken to it very quickly. I hope both new members will be made welcome and given your full support.

MFNZ Fees due, **Senior \$70, Junior \$20, and Family \$75**, paid to MAMS. If MFNZ members could pay their fees by the end of May it would allow me to get them paid to MFNZ on time to ensure continuous membership. If any model flyers not in MFNZ but would like to join please let me know and I will get the applications forms to you.

Our **Annual General Meeting** is scheduled for Tuesday evening 14th April at 7.30pm in the Clubrooms. If you would like to be on the committee to represent the Flying section, please don't hesitate to put your name forward. All members are welcome and urged to attend the AGM.

Slope soaring for this season finishes on Wednesday 1st of April. Numbers have been well down on previous years but here has been some good flying. It is good to get out flying in various conditions, you just need to have the right plane for the

job, it is good for honing your flying skills. There have been quite a selection of models flown over the season from foam wings, to moulded competition style gliders, to hand launched gliders, and electric gliders of various types. The Airfield is looking good, it is quickly greening up after the summer dry spell. The area west of the flying field has been cleared and levelled, Ron was telling me the area nearest our strip is going to be grassed and the far end will still be used for gravel storage. Ron also talked about repositioning the windsock we currently use between the main Runway and the road boundary somewhere else and suggested moving the fence at the western approach to the main Runway out further. I think that if the fence is a problem another option may be to lower it to the height of the electric wire, little more than knee high, for that area. Anyway these are things for everyone to think about, if you have any concerns please let me know. We have not had a Flying Section meeting for a long time now so it would be nice to have a get together and a good discussion about the flying section. Time is flying and with Easter coming up it would probably be better to have a section meeting after the AGM some time, unless someone has a burning issue that needs to be dealt with prior to that. Last newsletter I mentioned that I had bought a Seagull Edge 540 from Roselands.



As you can see from the photo it is quite a large model, and I think good value for the money, it is about \$400 dollars cheaper than a Aeroworks ARTF of a similar model.

The first test flight attempt did not go well. I was way too casual about it and it took me by surprise when it veered left on the take-off run, into the long grass and ripped the main undercarriage off (not the models fault, I should have aborted the run much sooner than I did). It was not difficult to repair and I have now completed a couple of test flights to get it trimmed out and explore the basic handling. Stalls are very gentle and slow, it is a relatively easy plane to fly slowly and it lands very nicely. The first flights were made without the cowl fitted to make it easier to get the new engine (a VVRC40cc Twin cylinder petrol) setup and allow it to get full airflow for cooling. Now I have fitted the cowl and rebalanced the model ready for further test flying to experiment with increased control throws, and exploring its handling, it is very tame on the initial settings recommended in the manual (not a beginners model though). Ground handling is not bad and I am still a bit unsure why it did a sudden left turn on the first attempt, a wheel may have hooked on something.

I see on the forums about this model people are putting up to 55cc petrol motors in them, they are designed for 30cc glow motor, and flying them like racers, if they can stand up to that they should be perfectly suitable for Sunday flying and sports aerobatics with the smaller engine recommended. I have had a few model by Seagull and they have been pretty well made, their Boomerang trainer was excellent and one I would recommend as a trainer.

Roselands have a huge range of models and modelling gear now, good on them, I hope local modellers will support them.

Have fun, fly safely.

Carl M.

Allan's Report for Feb March 2015

Pretty marginal at Chaytors on Sunday 1 Feb but we got some flying in. Cloudy and threatening rain from the NW. It was pretty windy early on but our little 1/2 A Tex models coped OK.

When we needed wind on the nose for the Hi Start for the 2 Metres it calmed down. Lift was very hard to find as the scores reflect.

Event 37 Soar Thermal H 2 meter

Class H Duration (2 Meter) Event 37																							
CD	A Knox																						
Date	2-Feb-15																						
Positi	Competitor	Total	NZMAA	3 Min Fit			4 Min Fit			5 Min Fit			6 Min Fit			7 Min Fit							
				Points	NUM.	Flight Time	Landing	Points	Flt Time	Landing	Points												
				mins	secs	(0 or 50)	mins	secs		mins	secs												
1	Allan Knox	1498	7621	2	37	50	207	4	8	50	284	2	47	50	217	4	31	50	321	7	1	50	469
2	Allan Baker	1213	4943	2	43	50	213	3	52	50	282	5	8	50	342	2	45	50	215	1	51	50	161

Event 44 Vintage 1/2A Texaco

Allan Knox 7621

Model Skipper Year 1948 Age bonus 2

Flt1 8 min 21 secs Land 20 = 500 (Max)

Flt2 8 min 5 secs Land 20 = 500 (Max)

Flt3 9 min 30 secs Land 20 = 500 (Max)

Fly Off Flt 8 min 11 secs Land 20 age 2 = 513

TOTAL = 2013 points

Allan Baker 4943

Model Slicker Mite Year 1948 Age bonus 2

Flt1 5 min 51 secs Land 0 Age 2 = 353

Flt2 8 min 38 secs Land 20 = 500 (Max)

Flt3 7 min 35 secs Land 20 Age 2 = 477

TOTAL = 1330 points

Next we flew Thermal A at Chaytor's on the 23rd. It was threatening to rain but we flew and got the minimum 3 rounds in before the heavens opened. Of note was Rex Ashwell flying his newly acquired Prima. Back in the 90s lots of us flew these 6 channel veneer over foam winged 3 meter gliders from Canterbury Sailplanes (John Ensoll / Dave Griffin). This was Rex's first flight from a winch and it went really well.

Class A Duration Event 36															
CD	Allan Knox														
Date	23/02/2015														
Positi	Competitor	Total	6 Min Flt			6 Min Flt			6 Min Flt			6 Min Flt			
			Flight Time	Landing	Points	Flt Time	Landing	Points	Flt Time	Landing	Points	Flt Time	Landing	Points	
			mins	secs		mins	secs		mins	secs		mins	secs		
1	Allan Knox	1359	6	2	94	452	6	3	95	452	6	3	98	455	0
2	Allan Baker	1230	5	28	94	422	6	2	80	438	4	40	90	370	0
3	Rex Ashwell	1126	5	12	70	382	5	36	94	430	3	44	90	314	0
4	Ken McMillan	787	4	10	90	340	3	30	0	210	3	57	0	237	0

We flew NDC electric events on March 15th at the ARA field. We were well supported too with 6 pilots and couple of others who would have liked to been there.

Electric classes are just so easy to run and accessible with any number of cheap airframes these day from 2 meter foamies like the Radian and the Phoenix to refurbished thermal soarers given a fresh lease on life with an electric conversion. The day was tough. As the sea breeze built from the East, the lift got hard to find and to hold. Peter Deacon showed his class through dropping just 6 seconds over 3 rounds of ALES 123. By the time we got to X5J the wind was up and there was

some vicious sink that had even the big efficient models down early, well short of 10 minutes.

Everyone had fun though which is what it's all about.

Event 38 ALES 123 Class M

Peter Deacon MFNZ Number

Flight 1	5 min 59 sec	Landing 50	409
Flight 2	6 min 1 sec	Landing 50	409
Flight 3	6 min 4 sec	Landing 50	406
TOTAL = 1224 pts			

Allan Knox MFNZ Number 7621

Flight 1	6 min 5 sec	Landing 50	405
Flight 2	6 min 4 sec	Landing 50	406
Flight 3	3 min 48 sec	Landing 50	278
TOTAL = 1087 pts			

Ken McMillan MFNZ Number

Flight 1	6 Min 3 sec	Landing 25	382	
Flight 2	6 min 0 sec	Landing	0	360
Flight 3	3 min 7 sec	Landing 50	237	
TOTAL = 979 pts				

Rex Ashwell MFNZ Number

Flight 1	1 Min 47 sec	Landing 50	157
Flight 2	5 min 12 sec	Landing 50	362
Flight 3	5 min59 sec	Landing 25	384
TOTAL = 903 pts			

Peter Graham MFNZ Number

Flight 1	3 Min 28 sec	Landing 0	208
Flight 2	2 min 1 sec	Landing 25	160
Flight 3	2 min 25 sec	Landing 50	195
TOTAL = 563 pts			

Phil Elvy MFNZ Number

Flight 1	1 Min 58 sec	Landing 50	168
Flight 2	2 min 55 sec	Landing 25	200
Flight 3	2 min 15 sec	Landing 50	185
TOTAL = 553 pts			

Event 39 X5J Unlimit Class O

Allan Knox MFNZ 7621

Flt 1	7 min 2 sec	Landing 45	467
Flt 2	7 min 11 sec	Landing 50	481
Flt 3	9 min 21 sec	Landing 25	586
Flt 4	9 min 21 sec	Landing 0	561
TOTAL 2095 Pts			

Peter Deacon MFNZ

Flt 1	7 min 28 sec	Landing 45	493
Flt 2	5 min 30 sec	Landing 0	330
Flt 3	8 min 38 sec	Landing 50	568
Flt 4	9 min 25 sec	Landing 0	565
TOTAL 1956 Pts			

Ken McMillan MFNZ

Flt 1	6 min 25 sec	Landing 10	395
Flt 2	8 min 22 sec	Landing 50	552
Flt 3	7 min 30 sec	Landing 0	450
Flt 4	DNF		
TOTAL 1397 Pts			

Peter Graham MFNZ

Flt 1	4 min 44 sec	Landing 20	304
Flt 2	2 min 34 sec	Landing 0	154
Flt 3	3 min 5 sec	Landing 40	225
Flt 4	2 min 37sec	Landing 0	157
TOTAL 840 Pts			

Rex Ashwell MFNZ

Flt 1	2 min 15 sec	Landing 0	135
Flt 2	2 min 49 sec	Landing 0	169
Flt 3	1 min 57 sec	Landing 0	117
Flt 4	3 min 10 sec	Landing 0	190
TOTAL 511 Pts			



Peter Deacon spotting for Rex Ashwell flying and Captain Ken timing for Peter Graham flying his Radian. You don't need big fancy models for electric (but it helps).

V1 for the Omaka Air Show:

The V1 or Fieseler Fi 103R to give it its real name, was the first of Hitler's vengeance (V) weapons. Allan Baker conceived the idea of actually having a flying one for this Omaka air show and set about with determination and a lot of help from his friends to make it happen. Lots of members from both clubs helped as well as Safe Air and other individuals. The principal builders were Greg Trought and Allan B but Trev Treleaven worked wonders with the electric and radio stuff too. Chris Brew did a bit and Carl McMillan helped with certification. There were lots of others too. For my part, I just did the high level design and some structures methods, aero and stability and control stuff then had the privilege of piloting the 5 initial setting up flights. We did these off a temporary 2 wheel landing gear before putting it on the catapult rail for our display pilot, the very accomplished Andrew Palmer who will display it at the air show. Andrew is a multiple national IMAC aerobatics champion and NZ international representative. Anyone seeing him fly his giant Pawnee tug here at the Aero Tows will know how accomplished he is. This may well be the heaviest RC model certified in NZ at a massive 192 pounds flying weight. We had to work through all this with the Large Model Association (part of MFNZ) and get a permit to fly from CAANZ. Insurance has been a hassle with the pilots needing \$2 million of public liability for the show which is not covered by MFNZ.

Safe Air generously donated skilled labour from their Propeller Composites Shop and the use of their facilities to build the wings, tail planes, spars and wing joiner. These use foam, glass and carbon fibre to produce big but incredibly light wings at just 4 Kg each. I was able to work with the staff and show them the bagged wing and pulled carbon joiner methods we use as modellers then scale all this up to an industrial process. Meanwhile Allan B and Greg were doing a number of 'firsts' on their fuse and motor pod design. Again foam, hollow this time, and glass and carbon were used to create a strong light monocoque shell. Some light frames and stringers were used to form the initial shape but all the strength is in the skins and the carbon surface strips. Greg did a brilliant job at the detailed design and build level to bring all this together.

She flew just a few weeks before show one foggy early morning at Omaka Airfield with permission of Sharn Davies, the Aero Club CFI. Sharn is also a very fine R/C pilot so that probably helped our cause. At the end of 5 flights and about 10 minutes airtime the V1 was nicely dialled in. It was nice to hear Andrew say it was spot on and he felt it flew like a big trainer, a very big trainer!

Oh yes, it is electric, powered by 5 very powerful electric ducted fans feed by 10x6S 5000 mah Lipos. These give just 3 minutes flying time but that is plenty for the show. Radio is all FR Sky Taranus and RXs with big 40Kg Turnigy Metal geared digital servos. I think we should have a Hobby King decal on it somewhere. Here are some pictures for you.



Greg Trought, Mr Marvel, who did so much brilliant work, here bonding in the motor pod.



Paul Fry and Shane Matthews bagging up the first wing at Safe Air



Shane pulling the wetted out carbon units for the 35 mm diameter solid carbon wing joiner. It took a 1.5 ton chain block to pull them through the aluminium forming tube and fire extinguisher to cool!



Naked in the early dawn on the runway for the first time. Tricky on the two wheeled gear with no airflow over the tail controls from the 5 high mounted electric fans. (60 Pounds of thrust)



On approach for the first wheeled landing. I found it a bit challenging and bounced to varying degrees on all landings. Forward placed and stiff gear meant it needed to be perfectly 3 pointed to avoid this. Fortunately no such problem for Andrew on the belly landings.



After the first successful flight. We are all delighted, particularly the little guy in the middle. Well Done Allan B, it wouldn't have happened without your vision.



The colour scheme really brings the beast to life.
Greg and Allan B checking the locking before stretching the giant bungee to 3 times its length. It has to accelerate the V1 to 60kph in just 12 meters.



And it does!



Andrew brings the beast in for its first belly landing off the catapult.
On the flare, full flaps.



Touched down sliding along like a big scale glider on its belly.



Air Show pilot, Andrew Palmer (now called “Number One”) with his new model. He was a very happy pilot, still grinning when I caught up with him at SoarChamps!

(Those involved with the V1 Project:

Allan Baker - crazy enough to start it and believe it could be done

Greg Trought - master builder and engineer

Allan Knox - aeronautical engineer and test pilot

Glenn Treleaven - electronics

Chris Brew - builder

SAFEAIR - who built the wings and spar

Andrew Palmer - display pilot

Rex Newman - sounding board

Trevor Collins - ramp engineer)

Come to the Air Show and see all the drama of the real show flight. There will be some surprises in store. It should be worth the price of admission on its own.

Ok, I need to stop there. I could tell you about the just completed Soaring Champs down in Christchurch this last weekend but will leave out the detail. Rex Ashwell and I went down and had a great time with the real hardcase characters that populate the competitive end of this discipline. I was delighted with my 3rd place in F3J ahead of two of our world championship team members. These guys finished 2nd in the world last year. Looks like I haven't forgotten how.

Rex too flew very well in his specialty, discus hand launched glider. I was last in this one!

Joe Wurts won overall as usual but didn't get it all his way with others taking individual event wins.

Now for next month... we have NDC Gliding, Class B and Class D off the winch as well as ALES 200 and ALES Radian for the electrics.

Also a bunch of RC vintage events, IC and Electric duration. As usual, phone or Email me if you are new to this stuff and would like to be involved or would just come and watch. 579 1424 in the evenings.

Bye for now

Allan Knox

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)	TBD To be decided at AGM
Family membership	TBD
Junior Member	TBD
Country Member (+40km from Blenheim)	TBD
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 \$70, Junior \$20, and Family \$75, 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 2014 onwards are still considered paid up club members for 2015/2016 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 a few days before the end of **May**.