



Piston'n'Prop.

Newsletter

Marlborough Associated Modellers Society Inc.
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April 2016

The Annual General Meeting is on Tuesday evening 12th April at 7.30pm in the clubrooms.

Committee Meeting notes for February / March

____Heritage Day on February 6th celebrating our national Waitangi Day is now behind us for another year. This is our main fund-raising event of the year and helps pay for grounds maintenance, repairs, projects and incidental expenses not covered by subscriptions. The day was fine with many people visiting the Park

during the day and taking part in the different activities happening. Perhaps not as many people as in previous years because of other events taking place around the province, but everyone seemed to enjoy themselves with train rides and sailing model yachts and boats on the pond. The pond yachts were very popular. We appreciate the participation of all members who helped make the day a success and thank them for their efforts, and the ladies, too, for their valued contribution in providing morning and afternoon teas and lunches.

As matters turned out regarding the fire ban, we were given an exemption to operate steam locos under restricted conditions for train running and, with the diesel locos, we were able to keep passengers happy with train rides during the day. We appreciated the help given by members from Nelson and Christchurch model engineering clubs who joined us for the day and we thank them for their contribution to the day's activities, also.

The day finished with a pot-luck meal outside the clubrooms around 5.30 - 6pm and was enjoyed by members and their families who attended.

The raised track project is progressing now that fill has become available for placing around the pillars and for forming embankments.



The curved sections of the track beams at the north end of the track have been poured and attention is now turning to the south curved beam sections. We have

appreciated the occasional use of the front-end loader from Vintage Farm Machinery and the use of a digger from Taylor's Engineering to move piles of dirt in forming the embankments - it is very encouraging to our small work force and we have made tremendous progress as can be seen in the photos.

The Annual General Meeting is set for Tuesday evening 12th April at 7.30pm in the clubrooms. This is your opportunity to have an input into the operation of the club with the election of the Committee and other offices important to the success of the Society and your enjoyment of the facilities. Please plan to attend. The meeting will be followed by supper.

I wish to thank the members of your Committee who have served over the past year for their contributions and the active part they have played in overseeing Club operations during the year. They have made my task easier and I thank them for their support.

Nigel Wood
Secretary

Steam Section Meeting notes for March 15th.

A pleasant evening with 8 members for a time of conversation and for viewing current projects.





The raised track extension project is making good progress with piles of hard fill being spread around to form embankments. The curved beam sections at the north end have been poured and boxing is being set up at the south end above the tunnel.

Sunday afternoon running sessions recently have been fair with a good number of rides being given.



Murray Hewitson showed the front wheel assy and a main wheel for a freelance 2' scale traction engine he is rebuilding. This is an old model inherited by his father many years ago which Murray is rejuvenating.



Mark Taylor showed progress on his ground level 7 1/4" passenger trolley for which he is making a pneumatically operated brake system. The photos show the trolley bogey with along with a disc on which a number of brake shoes have been water-jet cut to shape. The inner diameter of the disc will be machined to suit wheel diameter and coning and slots will be cut around the outside to locate the piston tongue before being parted off. The

cylinders are aluminium with brass pistons having quad seal rings.

Ron Perkinson is progressing with fabricating of parts for his 5" g PV Baker side water tanks. He has been experiencing problems in assembling the parts with easiflo as the amount of heat available in his torch appears insufficient for the thickness of metal involved.

The result is not pretty but won't leak! The side plates will be soft-soldered in place which should be easier.



Ken McIntyre has made a horizontal Stirling hot-air engine and it was fascinating watching it operate. He had problems getting it going but determined that clearances between piston and cylinder were too neat. He added a lubricator for the piston using light machine grade oil which improved the situation markedly. There is a 50 deg C temperature difference between the ends of the heat exchanger.



Lawrence Brehaut had brought along a mock-up of the cylinder unit for a 7 1/4" gauge NZR 'Q' loco and asked for advice on whether to fabricate the cylinders unit or to make a mould and cast as one piece. In discussion it was considered that fabricating cylinders and the surrounding structure and TIG welding together would be most practical. The cylinders could be bored and sleeved after welding.

Win Holdaway had the tender bogey for his 5" gauge NZR 'T' loco which he was using to check the points of the ground level track. The points of the ground level track system will need to be lifted and checked as they are showing wear from years of use.



He also showed a triple valve he had made for the brake system. This is a simplified Westinghouse valve and is a form of fail-safe brake operating. There will be a triple valve on every bogey and a pneumatic reservoir.

Nigel

Boating Report.

Heritage Day. Big thanks to all who turned up on the day, it all helped to share the load. Not as many people around as in previous years but I think it was still a good day.

General boating on the pond seems to be going well. The sailing days have been a mix of light to heavy airs and it's been a learning curve for everyone. Guys have been making small adjustments and modifications to their boats and things are evening up nicely. We have been swapping boats to see what if any difference it makes, sometimes it's the boat but often it's the operator!



One of the better starts we've had. The only boat missing is mine, that's because I was taking the photo! I'll catch up guys.

Graham Vercoe reports that the Wednesday afternoon Scale Electric days have been attracting a few boaties, just a couple at the first meeting but up to six at the others with a good selection of models. A reminder that this day is for Scale boats, not just electric ones.



Some of the Scale Electric models

Don't give up! I took a friend for a sail on the pond after work one night recently, he had a 1meter Voyager and I used my Starlet. The wind was very light and as usual coming from any direction. We tried doing one lap to get an idea of what handicap he was going to get. It was hopeless so we just started racing and waited to see how things went. His Voyager is fairly quick and he is a good sailor but neither of us could believe what was happening. I beat him in the first two races then we swapped boats and I won that one as well. I will tell you how I did it at the next section meeting but it proves that a fast boat doesn't win every time.

Alan McGreevy has been building a model destroyer from plans out of the Model Boats Magazine. This is the first boat he has built and it looks good, well done Alan.



Alan McGreevy with his Destroyer.

The pond has been cleaned and quite a few suspect areas were plastered over, thanks to the guys who did all hard work. There is still a fairly large leak somewhere in the pond but as yet we haven't been able to find it. It is showing up around the steps next to the harbour area but we don't think its originating from the harbour itself. Keep an eye out for any possibilities and let either Allan Fairweather or me know if you think you may have found it. We need to discuss how to best fix it before people start throwing great amounts of bog or cement in the pond only to find it hasn't worked.

The AGM is coming up Tuesday 12th April, please come along and join in, it's one of the few times we all get together.

Section meetings have been well attended, it's a good night to sort out any issues you may have with a boat. Next Section meeting Thursday 7th April, 7.30 at the club rooms.

Philip

Flying Report

Slope soaring has been going each week over summer and our season ends with the end of Daylight saving. Most weeks were flyable, if a little challenging, with

3 to 5 flyers attending. The weather was not always great, but that is the nature of slope soaring and helps to broaden your experience and increase knowledge and skill as you learn more about aircraft handling and wind and weather complexity. There were a few good days with plenty of lift and a chance to relax and have some fun flying.

MFNZ members, the MFNZ fees for 2016/17 are – Senior \$70, Family \$75 and Junior \$20. This is paid to MAMS account and we will pass it on to MFNZ, anyone not in MFNZ but wishes to join please contact me and I will get you the application form.

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The January aerotow meeting at Quaildale station up the Waihopai valley was a great event with flyers from all around the country attending.



A great little video of the event put together by Peter Hewson can be viewed at <https://youtu.be/OOm5LeMdiIA> (also on the BMAC Website).

It looks like Roselands Hobby corner have a lot of new ARF's and modelling accessories in, some nice looking stuff.

A new online model shop has started up in Auckland, FirebrandAeroRC, stocking big ARFs and engines.

We had a little bit of flood water over the airfield, but no harm done. It was very dusty for a while afterwards but the field is very green.

Have fun, Fly safely.
Carl M.

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)	S TBA (To be decided at AGM)
Family membership	\$TBA
Junior Member	\$TBA
Country Member (+40km from Blenheim)	\$TBA
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 2016 onwards are still considered paid up club members for 2017/2018 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**.