



# *Piston 'n' Prop.*

Newsletter

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

**President:** Lloyd Taylor    **Secretary:** Nigel Wood\*    **Treasurer:** Nigel Wood\*  
**Ph:** 5793229                      **Ph:** 5787086                      **Ph:** 5787086  
**Vice President:** Philip Gibbison\*\* **Ph:** 5780016

**Librarian:** Lloyd Taylor

---

**Newsletter Editor:** Carl McMillan\*\*\*    **Ph:** 5780716    **Email:** [carlmcmillan@ihug.co.nz](mailto:carlmcmillan@ihug.co.nz)

**Committee Members:**

Brent Coburn	Ph: 5738511	Allan Knox	Ph: 5791424
Mark Taylor	Ph: 5789885	Carl McMillan***	Ph: 5780716
Tom Hood	Ph: 5784066		

\* Primary contact people for Engineering section

\*\* Primary contact person Boating section

\*\*\* Primary contact person Flying section

**MAMS Website:** [www.mams.org.nz](http://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](mailto:carlmcmillan@ihug.co.nz)

---

**August 2012**

---

**Reminder:** Members, MAMS Subs are now overdue, and MFNZ Members, MFNZ affiliation Fee is now overdue, if you have not paid for this year.

**Notes from recent Committee meetings**

In June the committee was offered a gauge 1 sectional rail layout which could be assembled and used for open days to provide public interest. We noted with regret that Doug Thynne, a long time member, had died and our sympathies go to his family. We accepted into membership George Elworthy, Daniel Matthews and Brendon Foulis who are part of the flying section. We extend a welcome to them and to others who have joined recently such as Ross Baker and Dale Matthews.

We trust you will all enjoy your time with the Society. We received an invitation to participate in the opening of the Vintage Car Club's new kitchen / library facilities and several members attended the ceremony. Ken McIntyre has been investigating the repair of one of the yard point actuators and replaced a corroded solenoid valve. Other grounds maintenance has slowed down over the winter months but we plan to clean, repair & paint the upstairs signal box when days are warmer. Mark Taylor has almost completed putting mesh over the inside of the roundhouse windows as a security measure. Train running days have been average but rain caused the cancellation of one session. The boating pond appears to be holding water still but ducks are fouling the area. Plans to hold yacht competitions on Sunday afternoons are under consideration. The flying section is operating successfully and a fuller report is elsewhere in the newsletter. A reminder, please, that membership subscriptions are due and payment would be appreciated. Thanks.

Since the Committee meeting several club members have suffered family bereavement and our sincere sympathy goes to them and their families at this time.

The July committee meeting was shorter as several members were absent. Discussed was the matter of the Park Development Plan and thoughts from the Engineering Section about extending the raised level track. Will wait for results of feasibility studies and preliminary planning.

#### Notes from June Steam Section Meeting:

7 members attended this evening on a very wet cold night but had a good time of conversation and fellowship anyway. Discussion on MEANZ and implementation of Amusement Device Regulations was held but it was considered we wait for Dept. of Labour to finalise requirements for certification. Members reminded to be vigilant, drive defensively and maintain locos and equipment in good condition. Committee needs to investigate expressions of interest from those able and willing to do the job of Competent Person.

Mark Taylor had the almost complete brake selector for his Phantom plus drawings for the brake system ejector. He would like to make one for personal satisfaction.

Ken McIntyre had fabricated the firedoor assembly for the backplate of his experimental loco boiler.

Tom Hood showed the progress on the rear section of his Dart loco cab. Lots of tiny rivets!

Brent Coburn had a commercially made heavy duty 5" trolley bogey for David Jones' new trolley. He also had a length of PTFE rod to make piston valve rings for his Fairlie loco.

Suggestion and discussion on having ballast in ground level passenger trolleys to reduce derailments when running light – suspect suspension springs too stiff.

Tom still to meet with Council about Pocock Plan for Park. Thoughts have been in back of his mind for some time about development of our facilities by extending the raised level track onto area inside ground level track which will also utilize area. Meeting agreed in principle to have area surveyed and drawings produced for presentation to Council and Brayshaw Park Administrators. Also to have costings prepared for heavy part of job done by contractors. M/N. Wood, S/B. Coburn.

The raised track needs attention – it is 14 years since wooden packers beneath raised track were replaced.

### **Boating Section report**

Sorry, nothing for this month.

### **Flying section report**

MAMS (and MFNZ) Subs are now overdue, so if you have not yet paid for this year please do so.

We have had some new members join this year, from Nick Hart earlier in the year, and Ross Baker, George Elworthy, Brendon Foulis, Dale Matthews, and Daniel Matthews. Welcome guys and hope you enjoy your time with us. There are a few more guys looking at joining but I have not seen their applications returned yet. It is good to see many members out there making use of the new airfield. On any one day it is not unusual to see several model types including scale, aerobatics, racers, EDF jets, monoplanes, biplanes, motor-gliders, electric, glow or petrol powered model.

There has not been any aerotow locally in the last couple of months but Allan and Peter went to the Christchurch event last month and it sounds like they had a good time. Peter has bought a new 4 metre glider and a ¼ scale Cub to use as a Tug, and Dale has bought a ¼ scale Christen Husky model he wants to set up as a glider tug. I have ordered a 3 metre glider to be set up for aerotow and slope soaring, so there should be some more local aerotow activity coming up.

Indoor flying has been good. Lloyd tried some RTP models with some but limited success. Matt from BMAC did some nice flying with 3D foamie, nice to see, plus usual mix of fixed wing models and choppers.

Next Indoor flying is 5<sup>th</sup> August, meet 6:45pm at Woodbourne Main Gate.

The flood in mid July put a few inches of water over the strip but did no apparent damage, models get a bit muddy from the fine silt left in the grass. We had a little

working Bee to clean out the debris from the fences on the south and southeast side of the field.  
 Cheers, Carl M.

For those members who read the AMI magazine - AMI has ceased publication, as of the July issue.

Aeromodeller re-launches in November !

Thanks,  
 Lloyd

### Allan's Stuff from June and July

Only one NDC event in June.

Allan Baker, Peter Deacon and I flew **Class A R/C Sailplane** at Chaytors. We are very lucky to have this big roomy site. The day dawned crisp and cold but beautifully clear. I had prepacked the car so got away early and was on the field just after 8. Great, no cattle in the paddock so I got going laying out the winch into the typical early morning westerly. I wasn't long before Pete and Al turned up. They put in a couple of practice flights while I put together my Barney Icon (purple and green). The breeze on the nose guaranteed plenty of winch line tension and some pretty good pings resulting high launches. 6 minutes looked doable and the air wasn't bad either. There seemed to be some wave lift forward over the silage pits as long as you were high enough. After 4 rounds Pete and I were very close with just 7 points between us. Al scored well to but was back a bit, mostly because of the brake set-up causing a pitch up as he came in to land. We fixed that mid contest and he really came right finishing on 6 minute 1 second and 95 landing to score 98.7% of the possible maximum. Pete posted the best single flight though with a 6 minute dead and a 95 landing for 98.9%. Well done guys, I couldn't match you. We finished with no dramas and no damage so this had to rank as a great little contest. It remains to see how we did nationally but I'm sure some of the aces from CHC or AKL will have beaten us.

Position.	Competitor	Total	MFNZ Number	6 Min Flt				6 Min Flt				
				Flt Time		Landing	Points	%	Flt Time		Landing	Points
				mins	secs				mins	secs		
1	A Knox	1329	7621	6	4	80	436	94.8	6	2	80	438
2	P Deacon	1322	10441	5	58	65	423	92.0	5	18	75	393
3	A Baker	1249	4943	6	4	75	431	93.7	5	9	45	354

  

Flt Time	Landing	Points	%	Flt Time	Landing	Points		
mins	secs			mins	secs			
6	2	85	443	96.3	6	2	90	448

## Class A R/C Glider Results Chaytor's in June

6	0	95	455	98.9	6	1	85	444
4	59	65	364	79.1	6	1	95	454

July 1<sup>st</sup> was a bleak winter's morning when most people with any sense were curled up in bed with the toast, tea and Sunday papers. But Pete and I were back at Chaytor's flying the big sailplanes again. Al Baker was one of those sensible people! **Class B** thermal this time. We were looking for 10 minutes and a spot but with this easy event you can max the rounds with just 2 minutes and a perfect spot. The strong westerly blasting down the valley under the low overcast felt like it was straight off the snow. Just 3 deg C and plenty of chill factor. Thermals? I doubt it. We ran out the winch into the eye of the wind and got underway. The wind on the nose was making for some huge line tension and big high launches. You could hear the models whistling as they zoomed vertically off the line. We quickly found the westerly wave which is so often present inland and to the North of the field and we were soon posting great times. At the end of 3 rounds we each had 3 Maxes so it was on to the flyoff round where every thing counted. This time we needed 10 minutes and 100 point landing to max out. I went first and found the helpful wave. 10 minutes came up with a little height to spare. I rolled onto finals and lined up perfectly only to nose over a fraction early and land 2 meters short for 90 points, good but no coconut. Pete went next flying my old Kiwicon. Back to the wave and he was assured of his 10 minutes again with height to spare. No advice from me for this landing and he didn't need it. Nice flat approach on a good line then a push over into the spot for 95. Yet another good win for Pete. The third this year. His new electric Graphite is providing lots of practise at thermalling and crow braked landings. It shows now in his flying of the similar sized Kiwicon. Well done Pete.

Date		1-Jul-12											
Place	Competitor	Total	MFNZ	10 Min Flt				10 Min Flt					
				Flt time		Landing	Points	Flt time		Landin g	Points		
				mins	secs			mins	secs				
1	Peter Deacon	555	10441	9	26	60	120	10	1	95	120		
2	Allan Knox	550	7621	8	52	85	120	9	40	90	120		

## Thermal B R/C Sailplane. Chayter's July 1st

5	47	90	120	100.0	Peter Deacon	10	5	95	195
9	47	85	120	100.0	Allan Knox	10	5	90	190
<b>Flt</b>					<b>Fly off</b>				
<b>Competitors</b>					<b>off</b>				
Flt time		Landing	Points	%	Flt time		Landing	Points	
mins	secs				mins	secs			

## **And So to CHCH for the Aero Tow invitational.**

The second weekend in July saw Pete Deacon and me in CHCH for an Aero Tow get together organised by Peter Hewson at the CHCH Radio Fliers Club out at Burnham. We went down on the Friday and enjoyed the hospitality of Neal Blackie, an old friend of mine. Neal hosted us in his condemned, but very liveable, house. Like so many in CHCH, he is looking forward to the new home that will replace it under insurance. The weather didn't look to good but on Saturday morning we were treated to very flyable conditions and, as the day wore on, there was good lift. Pete had his Pawnee tug, now restored to full power and it was often busy towing up the lighter models. We also had the Hewson Pilatus and Jeremy McLean's ¼ scale cub both capable of handling the big stuff. The cub is worth noting as it is electric with 3 Kw in the nose.



## **Jeremy McLean's Quarter Scale Electric Tug, 3KW up front**

The Cub made very light work of Neal's big 5 m ASW 28. I helped design this ASW about 7 years ago and have never flown it so I was delighted when Neal said "I've bought another 9CAP and it is set-up for you". On Sunday I got my chance and it was a whole new experience for me. The size and mass of these really big machines means they cover huge areas of sky at quite high speed. They are super efficient too so you can use the lift they find. There seemed to be a convergence zone next to the field so I was treated to a number of good climbs followed by some aeros which showed just how nice and vice free this ASW is. You could hang on the elevator and it would never stall a wing. During design, we spent time on Lift Roll

<http://webpace.webring.com/people/aj/jebbushell/COOKBOOK.htm> to tweak the

plan form to prevent the tip stall and it certainly seems to have worked along with careful wing section selection, 3% camber HQs as I recall.



**Neal Blackie with his big scratch built ASW28. Great flier. 2 more being built**

I took along 3 gliders; my much treasured old Alchemist, the Kiwicon that Pete flies and my recently acquired T31 vintage machine. The two old thermal soarers were as great as ever and I even got the T31 to thermal for over 15 minutes. Amazing for a machine with the same glide slope as a space shuttle. The T31 was built as a static display model by a work mate and I have had to convert it to radio and sort out the trim. It now has a bigger fin off the Australian built version of the glider and this has sorted some major yaw instability issues. It certainly looks classic in the air so I must get it up on the slope sometime. Raz's motor glider is the motorised version of the T31 and it flies in the same wayward way. Lots of character though. It was great to see a couple of classic Minimowers by Jack from Dunedin. Looked fantastic in the air.



**Jack Cocker's Quarter Scale Minimower from Chris William's Plan.**

On Sunday morning we were joined by the usual club sport fliers. A bit tricky to manage but their presence added to the fun. Alex Hewson did a bombing run with his impressive scratch built Hawker Typhoon. Pyro technics and all.



**Alex Hewson's big impressive Typhoon knocking out another Jerry train**

He also showed of his excellent flying skills with an F3b model doing low level aeros, dynamic soaring on a tree line and hand catching his landings.

I am impressed by the way Peter Hewson shares his models and all were flown by many trusted friends through out the weekend. Peter was happy to organise and use his video camera much of the time and his impressive video can be seen at <http://www.youtube.com/watch?v=OhZia3PzWLg>

The CHCH guys are getting keen on eclectic sailplanes and have some impressive machinery much like Pete Deacon's new Graphite. Not cheap but they really perform. We had NDC EDP Class E2 electric glider to fly in July so Pete and I were keen to hook up and fly with the CMAC guys. On the day Dave Griffin and Pete France came along.



**Peter France with new High Performance Electric – ideal for F5J**

See <http://f3j.in.ua/en/electric-rc-gliders.html> for the sort of models being used.

Both flew impressively although Dave lost time because his battery shifted back and disconnected on launch! No damage though. Peter France won the day with a close to perfect score. I actually flew the next day with my Vertex designed and built for this class. Pete D timed for me in lovely conditions and I was lucky enough to break the NZ record for class with a score of 3159 points (3195 Max possible). Vertex only cost me a few hundred dollars so it shows you don't have to spend the big bucks to do well in electric sailplane if you are prepared to build your own.



**Vertex, National E2 Record holder.**

See my Vertex build thread at

<http://www.rcgroups.com/forums/showthread.php?t=1307184#post16038293>

Another trend is to put electric into moulded thermal soarers that have passed their best in competition gliding. Dave Griffin's electric was one of these and I'm thinking of doing the same with my Icon for which I have a spare fuselage.

As part of the weekend we had a pub dinner. Pleasant to hang out with like minded folks, Crusaders won too. It was great seeing the enthusiasm of these guys. It looks like they will have 2 more big 6m versions of Neal's model by Xmas. These will be ASW28-18s.

Peter and I came home enthused with scale AeroTow and inspired to get on with some more models.



**The SHK I will build if I ever finish the decorating! This one at 88cm span.**

I plan a 5 m SHK and Pete has a Cub tug to finish and a moulded ASW 28-18 to set up. Carl tells me he has ordered a FliFli Condor for Aero Tow and slope so we have that to look forward too. Condor is a scale like 3m glider at a very good price like all of FliFlis models. See

<http://www.rcgroups.com/forums/showthread.php?t=934800> Onward and upward....

We finished off July with some vintage flying. It was great having 4 of use turn up for **Vintage Precision** at TuaMarina. Dave and Ron with their Kloud Kings, Allan B with the Zipper and me with my Lancer. Allan and I had a very close finish and Dave flew well too. Poor old Ron had been looking forward to this one but engine trouble meant he was a non starter. Raz tried valiantly to fix Ron's engine but even he wasn't able to work his magic. Better luck next time Ron.



**Ron with colourful Kloud King, a Mickey De Angelis design from 1938**

Here is an old link to some stuff I published about Dave's similar model

<http://www.rcgroups.com/forums/showthread.php?t=849938>

We have vintage duration next month so there is another opportunity to have a go.

I finished the morning by flying **Vintage 1/2A Texaco Scale** with my little Cox powered Chilton. I tried it with the wheel pants off to lower the weight and drag so increasing the flight duration. It seemed to work as I posted my best result this year but the CG was so far back the Chilton was almost unmanageable.

**Vintage Results**

**Vintage Precision**

A Baker Model Goldberg Zipper 1939 Age Bonus = 11

Flt 1 3 min 2 secs, Land 20, Bonus 11 = 200 max

Flt 2 3 min 4 secs, Land 0, Bonus 11 = 187

Flt 3 3 min 1 sec, Land 20, Bonus 11 = 200 max

**587 Total**

A Knox Model Lancer 45 1938 Age Bonus = 12

Flt 1 2 min 56 secs, Land 20, Bonus 12 = 200 max

Flt 2 2 min 57 secs, Land 0, Bonus 12 = 189

Flt 3 2 min 55 sec, Land 20, Bonus 12 = 200 max

**589 Total**

D Beaumont Model Kloud King 1938 Age Bonus = 12

Flt 1 2 min 56 secs, Land 20, Bonus 12 = 200 max

Flt 2 2 min 47 secs, Land 0, Bonus 12 = 179

Flt 3 3 min 11 sec, Land 0, Bonus 12 = 181

**560 Total**

**1/2A Texaco Scale**

**Allan Knox 1077 Total**

Flt 1 4 min 7 secs, landing 20 = 267

Flt 2 6 min 41 secs, Landing 20 = 421

Flt 3 6 min 9 secs, Landing 20 = 389



**Vintage ½ A Chilton Texaco**

Finally a check on how we are doing with NDC at the half year point. Well...we are doing very well actually. In 3<sup>rd</sup> place as a club only a short way behind CMAC who usually take out the National Decentralised Club Champs. My thanks to you guys who participate, we are having another good year!

The Nationals are at New Year. Put this one in your diary, either to fly or spectate. We only have them in the South every 4 years and this is the year for Kirwee just inland from CHCH.

### **And now... the BMAC Float Fly In.**



I have been mucking around with models for 52 years but have never flown off water (although I have landed in it a few times!) BMAC's annual event gives us the opportunity to fly off the near perfect Lake Pinot in the ARA vineyard. Five of us turned up. Robert Evans, Karl Griggs, Ross Baker, Al Baker and me and I think I

saw Philip Gibbison driving in as I left. (How could you other guys stay away?) The calm conditions were perfect and when the sun came out I had to shed the jacket. I reckon there were 30 cars and lots of models from foamies to Helicopters as well as the water planes. I had fitted my vintage Scram with floats so was keen to see if it would work.



The previous day I had tried Scram off grass at TuaMarina and it took off as if on skies. A circuit or two showed she flew OK so I approached the water operations with some confidence. I got started right away because it was calm; vintage models on floats in the wind are a handful I'm told. The model was soon in the water but as I opened up the throttle the floats dug in with spray everywhere. OK... so full up elevator and slowly open up...ah that works! Up on the step and away she goes. After a few minutes of low slow lakefront

passes it was time to line up and land. Gently down and then a flair onto the surface. All was well until she did the equivalent of a ground loop on water. No problem though although I can see how it could have flipped in a wind. The light weight and ample dihedral are the problem. Now to taxi in but wait...it won't steer and just weather cocks into the light breeze. OK high rate rudder and bursts of power...that was better she was soon heading home. Cut the engine at the last minute and coast in. Well that was the first of 4 or 5 flights, each one looking more competent...Hey this fun!



**Robert Evan's Cessna. Ideal for float flying.**

Robert was making the most of the morning. He is a keen water flier and has been going over to Nelson to fly with the Nelson Club. His beautiful Icon ARF Park Zone scale seaplane was a gem and his bigger ABS Cessna 4 stroke powered was a very competent water flier. Ideal in **fact**.



**Karl having a go with yet another Hobby King special.**

Karl had a cheap and cheerful little ARF seaplane that flew great. He was having fun bring it down to its reflection but clipped a tip and dunked it in at one point. No worries, he just waited until it drifted in upside down. The gear in the fuselage was dry so all was well.



**The Baker boys giant Cubs sheltering from a shower.** New member Ross Baker was there with brother Noel from CHCH. They had a pair of beautifully built Cubs on floats. These were big at 100 inch plus span and powered with 120 4 strokes. This is what float flying is about I reckon, absolutely realistic in flight.

## Graham Smithson and his racer on floats



Of the visitors I knew, I met Graham Smithson, a great modeller and stalwart of the Nelson club. I think I met Graham first when I was a kid and he was a teenager attending a South Island Champs. Now that is a while ago! Graham is better known for his Vampires and home made jet engines these days but he has a couple of water planes and his pseudo Schneider Cup racer is a treat. I have to take my hat off to the

BMAC club, they put on a great day. Murray Herd worked away tirelessly as usual providing the BBQ and hot water with tea and coffee. Thanks guys from all us visitors.

### So what's next?

Well August sees us flying **Thermal D**, **Vintage Duration** and hopefully Al and I will find time for some more free flight flying **Hand Launch glider** and **Catapult glider**. There will be another ARA Aero Tow morning in August too. Never a dull moment and Wendy has me doing interior decorating for the foreseeable future. Darn! Oh, and I want to set the Scram set up for the new Vintage Open Texaco class (back on wheels) as well as building that new 5 m sailplane. Great fun!

Allan

### FOR SALE;

Castings for; NZR K or Kb. Wheels for loco and tender.

Two sets of Cylinders pair in Cast Iron and a pair in Bronze

Tender axle boxes and smoke box door and ring in Ali.

Offers around \$350.00 Phone Darryl (03) 579 3557

=====

### WANTED;

Copy of David McGregor plans for his Royal Naval Pinnace

Happy to buy outright or pay for printing.

Contact Peter Holdaway (03) 578 6165

=====

-----

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
Family membership	\$ 60
Junior Member	\$ 35
Country Member (+40km from Blenheim)	\$ 35
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 the **NZMAA** (Recommended) for an additional annual fee of: **Senior \$62, Junior \$20, and Family \$67**, paid to MAMS. NOTE: NZMAA 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.

Account number is 031355 0512739 00

**Subscription Policy:** Financial membership shall cease if the required subscription fee has not been paid by the **31<sup>st</sup> 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.

(**New** members who have joined and paid their Subs from December 2011 onwards are still considered paid up club members for 2012/2013 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.

Publication dates: 1<sup>st</sup> week of February, April, June, **August**, October, and December.

Please get any items (Notices, articles, or for sale items etc) for the **August** issue to the editor before the end of **July**.