



# Piston'n'Prop.

Newsletter

**Marlborough Associated Modellers Society Inc.**  
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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)

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**August 2015**

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## Committee Meeting notes for June / July

Things have been rather quiet over the winter months and hopefully this will have given members the opportunity to make progress with model building and indoor activities.

The boat pond drain has been repaired thanks to Colin Grocott and to Crafar's who very generously donated time, manpower, materials and equipment in replacing a section of drain beneath the riverside access road which had become blocked. Pond cleaning is planned to be carried out in Spring and we

hope the repairs will make this more straightforward than it has been recently.

It is encouraging to see the different areas of the club operating and making use of the flying site, boat pond and track facilities.

It is good to see the interest shown by members of the public at running days and at other times during the week.

The Committee held a meeting with members of Vintage Farm Machinery to discuss our concerns over their new sign erected at the front of the Park. This matter has since been addressed by the Park Administrators and we look forward to seeing the signage issue sorted.

The Committee is still processing the requirements of registration under the Amusement Devices Regulations and this is taking longer than we thought.

The raised track project is under way and members will note changes made already to the area at the front of the Park with piles of earth and old tyres piled there. The tyres filled with dirt will form embankments for the raised track and the other dirt will be back-filled around the track supporting pillars once they are poured.

The boundary fence along the south edge of our area of the Park is being repaired of damage and will be painted when weather is warmer.

We welcome Paul Vercoe to membership in the Boating Section.

Our condolences to Bill Ward on the recent passing of Beryl.

Nigel Wood  
Secretary

### **Steam Section Meeting notes for June 6th.**

7 members attended this meeting and again we had a pleasant evening discussing various subjects.

Ken McIntyre showed the boiler clack fitting from his 3 1/2" gauge 'Miss 10 to 8' locomotive which had failed after 26 years of service.

The fracture surface showed signs of de-zincification and was very porous. He commented that it wasn't a very substantial fitting anyway.



Mark Taylor reported on his recent holiday trip to Australia where he visited the Wollangong ground level track with about 30 locomotives operating. Admission to the area was 3 cans of soup which was given to a local charity. He enjoyed their hospitality and the train rides.



He also visited the South Sydney track and the DNC factory. He had acquired axle box covers for the 7 1/4" ride trolley machined in aluminium on a 4-axis CNC mill and had purchased a 60oz South African injector at very

reasonable cost which he hopes will perform more reliably than the current one.



Ron Perkinson had fabricated a simple tool height setting gauge for his lathe. Win Holdaway presented the drawing of the proposed raised track extension and there was approval of the design. The new track would depart from the existing track curving north above the tunnel and follow around the inside of the ground level track before curving back to connect with the raised track track before the steel bridge. The new track will be level with only a minor height adjustment. The embankment adjacent to the ground level track will be formed of old car tyres filled with earth and have ivy planted which will give a better appearance. The inside embankment would be contoured and grassed. Steel moulds for the straight beam sections and the ground pillars need to be formed and the curved sections would be poured in-situ. The straight beams moulds would have reinforcing steel laid

inside and concrete poured at the batching plant on their vibrating table. Final detail drawings will be made and then laying out will take place.

### **Steam Section Meeting notes for 21st July**

6 Members attended with the main topic of conversation being the raised track project. Preparations are under way with first loads of fill and old tyres being delivered on site. The moulds for forming ground pillars and straight beams are being fabricated by Mark and reinforcing steel ordered. Tyres can be placed in position and filled with dirt - a digger will still be able to scoop out holes for the ground pillars.

It was noted that the boundary fence adjacent to the odour pit had been damaged by people climbing over - this needs repair.

The Vintage Farm Machinery 50th celebrations are taking place over Marlborough Anniversary weekend 31 Oct to 2 Nov and we will be giving train rides over the period. Please keep these dates free as we will need locos, drivers and helpers for the occasion.

Ken reported that a local company, Carbonscape, hope to have their full size plant operating before the end of year. The process turns waste wood into carbon for use in steel refining. The product can be in powdered form or compressed into briquettes and has excellent characteristics compared with coal and char. There is every hope it will be satisfactory for firing our loco boilers.

Ken McIntyre and Tom Hood have been working with Mark Taylor on the 7 1/4" gauge A3 and found the water sight glass ports in the fittings were far too small at approx 1mm dia. Opening the fitting ports to 3mm dia has fixed the faulty water level indications. This, combined with the cylinder valve repairs should have fixed the steaming problems which have been a major problem. This led to discussion on boilers, water levels and the effect of track gradients. Also discussed was the value of superheating in miniature locos.



Tom Hood has been helping Murray Hewetson by making sight glass blow down valves for Murray's 5" gauge Britannia. This has been repaired and is nearly ready for steam trials again. Discussion on methods of cutting tapered valve faces on threaded spindles was interesting.

Brent Coburn has been working on his Df

diesel - converting it from petrol engine / clutch drive to a petrol engine driving a 24 volt alternator with electric drive motors and an electronic speed controller. This has been causing a few headaches but has been a challenging project.

Nigel

### **Boating Report**

Even though it's the middle of winter we have had some really good boating days at the pond. There have been some new boats lately which is good to see. Tom Hood has been sailing at the pond with his 10 Rater yacht, this is an impressive boat and performance to match, (we suspect there may be a steam powered unit in there somewhere but no proof yet). It makes everything else on the pond look a little small but its great fun racing.



10 rater

After Colin Grocott got the plans of the services around the pond drain area, Norm



Crafer sent a couple of men round armed with two trucks, a digger and a new length of pipe to fix the tree root problem. It was over and done with in a very short time so hopefully when we clean the pond we won't have any problems. Very Big thank you to Norm as he didn't charge us for the job. We gave him a bottle of fizzy juice as a wee thank you from us!

<Tree root

Dave, Colin, Allan and John went to Vines Village for family day and sailed on their pond, even though it was a very cold wind they had a good time. They let the public have a play with the boats which was really good. We have two photos of the day there.



Vines village The boat shed extension is still in the planning, we may be able to get someone to design and build it for us at no cost if we supply materials. This will be great if it works out.

Monthly meetings have been going well and we now have the Starlet hulls and although I haven't started mine yet I know some have so we look forward to seeing them at the pond. A few sails have been made and Allan Fairweather has cast all the lead weights for the keels. Collin Grocott bought along is static model of the Sanson tug boat, its looks very nice.



hulls, sail making, weights,





Sanson tug

Next section meeting is Thurs 6<sup>th</sup> Aug, 7.30pm at the club rooms.  
If you haven't paid your subs then now is the time to do it, either on line or to a committee member.

Philip

### **Flying Report**

New laws came into effect as of 1<sup>st</sup> August regarding Model aircraft and drones, CAA Rule part 101 that we currently operate in accordance with, I believe has only a few minor changes and we carry on as usual. CAA rule Part 102 has been introduced to cover the operation of drones and model flying outside of our Part 101 model flying situations. Our radio controlled aircraft are now referred to as "Remotely piloted aircraft", it looks like models over 25kg can not operate under this rule, and as before models between 15kg and 25kg need to be inspected and approved by the relevant authority. If you are interested the **CAA rule part 101** (Section E covers Remotely piloted aircraft) can be seen online at [https://www.caa.govt.nz/rules/Part\\_101\\_Brief.htm](https://www.caa.govt.nz/rules/Part_101_Brief.htm) and click on the **current rule** link in the middle of the page.

New rule, **Part 102 Unmanned Aircraft Operator Certification**, can be viewed at [https://www.caa.govt.nz/rules/Part\\_102\\_Brief.htm](https://www.caa.govt.nz/rules/Part_102_Brief.htm)

I have had to re-register our flying site with MFNZ giving details to show we are complying with the rules and guidelines and operate safely. MFNZ have also let me know that there is new health and safety legislation coming into force that affect model flying clubs. I have downloaded their template "Health and safety plan for operating model aircraft at..." and the "Model aircraft sites – Risk assessment procedures" form and the "Risk assessment" template, and am attempting to fill these out. These forms are from the MFNZ website documents page. If anyone is

interested or has expertise in this area could you check out these forms and give me your advice. The aim is for everyone to enjoy our hobby, and for nobody to get hurt or have any property damaged or the public put at risk.

As you probably noticed from the last couple of newsletters I was really getting into flying that Edge 540 model of mine, it was great, unfortunately that has come to an end for now. The engine (a VVRC40 twin) crankshaft cracked and the engine would not rev up after a spin while I was flying, and the model landed itself (told you it was a good aeroplane) on the far side of the trees by the river. There was barely any damage but I discovered the crankshaft had cracked and sent the motor away for repair, and they are trying to source a new supplier for crankshafts as several people have had failures lately.

Karl Griggs had the same model Edge 540 but with a NGH35cc engine, and after initial problems seems to be having a lot of fun with it. He had engine trouble as well but got replacement parts from RC engines NZ at a very good price.

Here is a link to a video of Karl's Edge flying and some onboard video (looking backward) from mine on its last flight <https://youtu.be/SFm5bL0IGh0>

I did have some time off work a couple of weeks ago and got out to the flying site during the week to see some of the weekday flyers, (the very friendly welcome did take me by surprise, thanks Ron). There were 5 flyers out here and it was very friendly relaxed bunch. Having a chat, helping each other out, enjoying a morning tea together, and doing a bit of flying as well, wish I could join you more often.

Having said that I should also say that the weekend flyers a friendly bunch as well. Karl has been helping young Ryan a bit now that he is flying mode 2 with his Bixler 3.

We say farewell to Allan Knox, Allan is leaving us after several years with MAMS for a new job over the ditch in Wellington. He has been a very enthusiastic modeller and has helped me and several others out on various matters on many occasions. He is the one that got our flying site designated a danger area so we can legally fly to 1000 feet. He regularly participated the National decentralised competition in many events from chuck gliders to Winch launched gliders, DLG, Vintage models, and got several others involved in that over the years. He arranged to have the NZ soar Champs out at Chaytors a few years ago, and has participated in various competitions around the country representing MAMS. Allan has also been a significant contributor to the newsletter. Allan was also our Large Model Inspector. Many thanks for all you have done, and all the best for the future Allan.

In Allan's report he mentions the DLG world champ team. All these flyers have flown here in Marlborough in the last few years, either at the Soar Champs or Aerotow meetings. Alex Hewson also holds the NZ Dynamic soaring speed record at 456 miles per hour (2013 at Tekapo).

Have fun, fly safely.

Carl M.

## Allan's Report.

Wow, it's been cold lately! but we can still keep flying on these cold still mornings. Thermal activity really doesn't get going until midday but when it does it produces lovely soft soaring conditions.

Great news from Europe this weekend too. The NZ F3K discus launched hand launch RC glider team are the World Champions again. 1st placed team. Not only that but Alex Hewson is the individual world Champ. Some of you will have meet Alex and know what an awesome flier and all around good guy this young man is. He has been to our Aerotows and is Pete Hewson's son so has had a Tx in his hands since he was a kid.



*Our World Champions. Jonathan Shorer (Manager) Alex Hewson (1<sup>st</sup> in the World) Rowdy Botherway and Joe Wurts. They flew the Joe designed Snipe.*



*Sam Laidlaw with his Fly Fly Duo Discus. Ideal cheap Aerotow model*

This year has again seen members of both clubs flying together in a range of activities. Pete Deacon has club Aerotow underway again and the Nelson guys have joined in. Some new models are appearing too like Sam Laidlaw's incredibly good value (\$400US) Fly Fly Duo Discus at 4 meter span. Models like these make aerotow available to all.

There has been quite a bit on NDC flying going on too.

1<sup>st</sup> of June we had mixed weather for the long weekend. BMAC had their annual fly-in but some of us slipped away to Chaytors and flew our R/C HLGs in F3k. Initially the air was dead with a brisk Nor'west. It was like the wave was pushing down in the area so we moved across the paddock and things improved. Scores overall were low reflecting difficult conditions. Peter Deacon continues to be the discus launch Top Dog in our little group although none of us are a challenge to our National Team! Pete's Neo is nicely tuned, he flies it smoothly and he has the biggest launches. Rex and I flew Blasters and my older heavier one was perhaps better suited to the windy conditions. Rex has a new Storm from South Africa that is impressive but was kept for better conditions.

All good fun.

<b>EVENT # 110 F3K R/C HLG Tasks B, D, G, and H</b>								
<b>Peter Deacon</b>	Round 1 B	102	119				221	
<b>MFNZ # 10441</b>	Round 2 D	30	45	60	75	90	300	
	Round 3 G	64	86	80	120	75	425	
	Round 4 H	151	121	118	60		450	
							<b>TOTAL</b>	<b>1396</b>
<b>Allan Knox</b>	Round 1	64	50				114	
<b>MFNZ # 7621</b>	Round 2	30	45	60	75	90	300	
	Round 3	65	119	120	81	54	439	
	Round 4	202	94	66	60		422	
							<b>TOTAL</b>	<b>1275</b>
<b>Rex Ashwell</b>	Round 1	102	62				164	
<b>MFNZ # 10749</b>	Round 2	30	45	60	75		210	
	Round 3	78	83	71	64	76	372	
	Round 4	106	84	85	60		335	
							<b>TOTAL</b>	<b>1081</b>
Scoring flights only shown								



*Peter Deacon with his winning Neo.*

I flew Vintage Precision with the Lancer. Good score too so that is one for the Leader board.

Allan Knox, MFNZ Number 7621

Model Lancer 45. Year 1938, Age bonus 12.

Flight 1	3 mins 1 sec,	Landing 20 = 200 (Max)
Flight 2	3 mins 4 secs,	Landing 20 = 200 (Max)
Flight 3	3 mins 0 secs,	Landing 20 = 200 (Max)
Fly Off	2 mins 52 secs	Landing 20 = 192

**TOTAL = 792 points.**



*My hard working Lancer 45, used in 3 Vintage classes.*

We flew some thermal A off the winch in June. Again this was at Chaytors in tough conditions, just Rex and I. Rex used his Canterbury Sailplanes Prima off the winch

for the first time in a contest. It winched very straight and easily, just the way you want it. The airplanes performance is a little dated now but it flies very nicely. Great on the slope. Peter Graham was hoping to fly his old Joustler but Radio challenges with the Taranus killed that idea. Taranus is not easy but very powerful once mastered.



Rex Ashwell and Peter Graham prepare their Soarers. Phil Elvy in the background.

Event 121, Soaring Thermal A (Open)

Class A Duration Event 121																			
CD	A Knox																		
Date	28-Jun-15																		
Positi	Competitor	Total	MFNZ Number	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		Landin Points	
				mins	secs			mins	secs			mins	secs			mins	secs		
1	Allan Knox	1338	7621	6	5	100	455	6	3	93	450	6	7	80	433	5	23	90	413
2	Rex Ashwell	985	10749	4	3	91	334	2	55	96	271	3	49	90	319	3	59	93	332

Al Baker took the opportunity to put in his Vintage Precision times too. He maxed the first 3 flights but got caught with a tip stall in the flyoff limiting his score. Some damage too but repairable.



*Allan Baker with his Lancer 72. OS52FS powered*

Vintage Precision, Allan Baker

Flight 1	3 min 2 secs	Landing 20	200 (Max)
Flight 2	3 Min 1 sec	Landing 20	200 (Max)
Flight 3	3 min 8 secs	Landing 20	200 (Max)
Fly off	2 Min 52 secs	Landing 0	172

Total = 772 points

I found time to put in some electric sailplane during our club aerotow July 18. Terrible conditions. From out of site straight up to on the ground in 6 minutes. As soon as the model got down a bit there was strong down air. I noticed the same thing with the big scale glider.

Allan Knox, MFNZ 7621, Event 136, Soaring F5J unlimited Class O.

Model: Own design Vertex at 2.2 m span.

Flight 1,	6 min 48 secs,	landing 40	Score = 448
Flight 2,	8 min 08 secs,	landing 50	Score = 538
Flight 3,	6 min 06 secs,	landing 45	Score = 411
Flight 4,	7 min 26 secs,	landing 45	Score = 491

Total Score = 1,888 points

ALES123 is a popular and well supported event as you would expect with the number of Electric Soarers about these days. Fit an altitude switch and almost anything can be used, even a vintage model I expect. We flew this at ARA in very lifty conditions so times were good generally. Rex cleaned this one up with his little Guppy, all 1.5 m span of it. Well done Rex. Ken flew his much larger Muller Superior but got caught out with a wind change on landing and dinged it badly breaking the wing. I was able to put it back together and returned it for him to finish off.

Event 133 ALES 123 Class N

Rex Ashwell MFNZ Num 10749

Flt 1 6 min 09 secs landing 50 = 401

Flt 2 6 min 5 secs Landing 50 = 405

Flt3 6min 02 secs Landing 50 = 408

Total = 1214 pts

Allan Knox MFNZ Num 7621

Flt 1 6 min 05 secs landing 25 = 380

Flt 2 5 min 58 secs Landing 50 = 408

Flt3 6min 03 secs Landing 50 = 407

Total = 1195 pts

Phil Elvy MFNZ Num 11020

Flt 1 4 min 17 secs landing 25 = 282

Flt 2 5 min 35 secs Landing 0 = 335

Flt3 4 min 33 secs Landing 50 =323

Total = 940 pts

Ken McMillan MFNZ Num 10988

Flt 1 2 min 19 secs landing 50

Total = 189 pts

We finished off July NDC at Chaytors flying Thermal B on Saturday afternoon, July 26<sup>th</sup> in lovely mild conditions with just a gentle NE breeze that backed to NW. The air was tough early on and we all found sink but then it came right allowing me to finish with 2 x10 minute flights. Both Rex and Peter could have been there too but missed landings early on robbing them of their 3 Maxes to qualify for the flyoff.

Soaring Thermal B event 135																				
CD	A Knox																			
Date	26-Jul-15																			
Position	Competitor	Total	MFNZ Num	10 Min Fit Prelim				10 Min Fit Prelim				10 Min Fit Prelim				Fly off Competitors	10 Min Fit First Fly off			
				Flight Time		Landing	Points	Flight Time		Landing	Points	Flight Time		Landing	Points		Flight Time		Landing	Points
				mins	secs			mins	secs			mins	secs				mins	secs		
1	Allan Knox	554	7621	4	57	97	120	4	45	97	120	10	36	97	120	Allan Knox	10	25	94	194
2	Peter Deacon	315	10441	4	51	94	120	3	37	97	120	7	48	0	75					0
3	Rex Ashwell	300	10749	3	33	97	120	9	5	93	120	6	5	0	60					0

I took the opportunity to fly my little scale Chilton in Vintage 1/2A Scale Texaco. I love this little model but it has been repaired and is a little heavy now so the little Cox Babbee really struggles as it waffles around just above the stall.



*My little Texaco Scale Chilton. The only RC scale model I have ever built.*

Event 139 Vintage 1/2A Texaco Scale

Flight 1	4 min 16 secs	no landing	= 256pts.
Flight 2	1 min 27 secs	no landing	= 87pts.
Flight 3	5 min 05 secs	landing 20	= 325pts.

TOTAL Score = 668 pts

Speaking of building, I am back to building vintage models and really enjoying it. I have found a great looking machine published in the 1937 Frank Ziac year book. It is just called "5 Foot Gas" and was designed and build by Don Donahue in California at the dawn of powered Free Flight. Even the motor was home made. I love the look of his creation and am surprised to find that no one seems to have built one in recent years. MFNZ has a wonderful vintage plan's service and they had a plan for it drawn up for John Pond about 30 years ago. It really is full of errors but is OK as a basis for a build. I have the fuselage pretty much done. It is electric powered and intended for Vintage Electric Duration flying if I can keep it light.

A friend on the net found an old model mag from the 30s with a picture of young Don with his 5 Foot Gas. It looks like old Frank captured it pretty well in his 3 view.

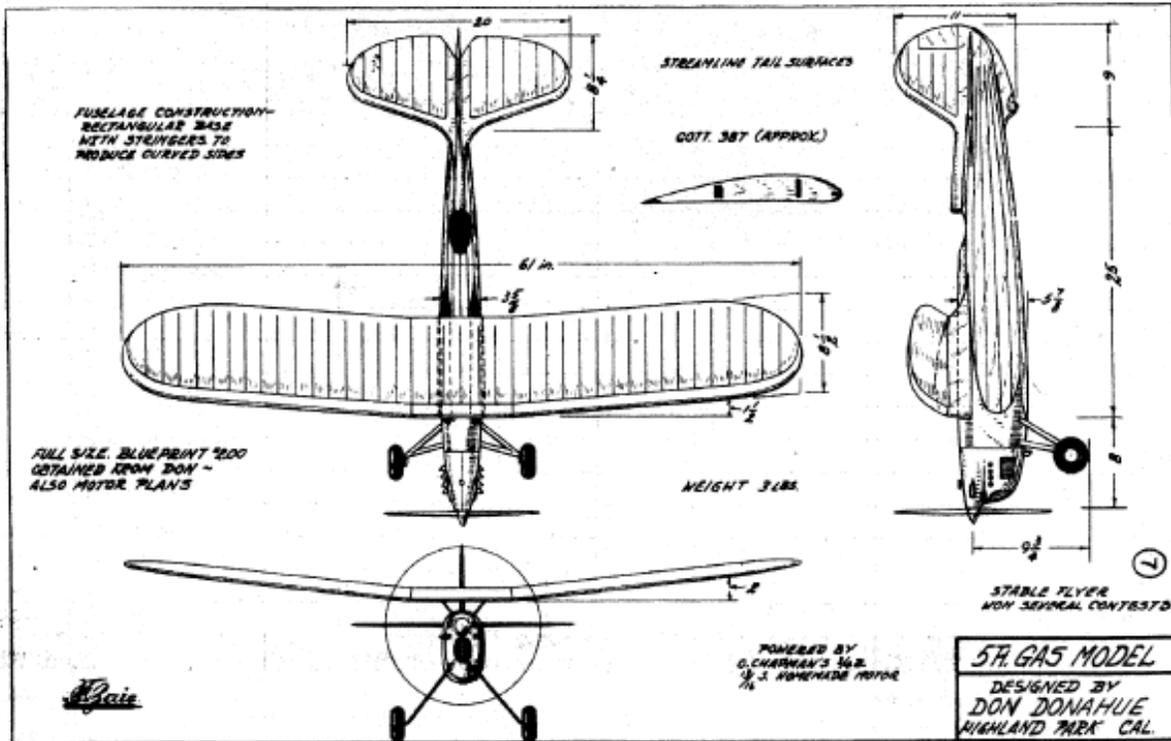


Don Donahue and his "high thrust" model of perfect design



The model is taking shape in my workshop. I'm thinking of a US military trainer scheme like my Scram except with the Dark green fuse used on the Curtis Hawk 6. The Carbon tube will be the wing spar. The outers plug into a centre section.

Speaking of my workshop, it is for sale. 5 x 2.5 m with power and light and is built on the back of the garage. Seriously though, you will have to buy the house too to get it. House is brick, built in '96. Big at 262 sq m with 4 bedrooms and a big double garage right up by Harling Park. Wendy and I are off to Wellington to live, a move forced by a job change. I will miss flying with you all very much and the great modelling friend I have made here in the last 8 years. Needs must though.



Bye, Allan.

021747950

[allan.j.knox@gmail.com](mailto:allan.j.knox@gmail.com)

**For Sale:**

7 1/4" G Phantom Southern Belle. New Boiler Cert. Locomotive in excellent running order. 3 NZR style carriages, 7 seaters. Storage/work stands for Eng & Tender. Deteriorating health only reason for sale. Further details:- Ken McIntyre 03 5783346, 15 Solway Drive, Witherlea, Blenheim.

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)	\$55.00
Family membership	\$60.00
Junior Member	\$35.00
Country Member (+40km from Blenheim)	\$35.00
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 **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.

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: 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 a few days before the end of **July**.