



Piston 'n' Prop.

Newsletter

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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

August 2013

Reminder – Subs are overdue, for those who have not yet paid. Anyone not paid up will no longer receive the newsletter and should not use MAMS facilities as they would not be covered by our insurance.

Note: Two people have paid Subs without putting there name to the payment, please contact Tom the treasurer if this might be you.

Notes from recent Committee meetings

The Signal Box stairs and hand railings have been installed by Mark Taylor and are now considered safe for use. Many thanks to Mark & Taylors Engineering for their assistance and input. Painting of rails & stairs to be done when weather is warmer.

We are still investigating ways and means of repairing the leak in the boat pond. Again, waiting for warmer weather. The recent earthquake doesn't appear to have aggravated the situation.

Redwood Town School has invited us to put on a model display at their Gala on 14th Sept from 10 am to 2 pm. This would let people know we exist as well as supporting the local community. Offers of models for the display would be gratefully accepted as well as help with manning the display on the day. Please contact any of the Committee members if you can help.

Nigel

Steam Section Meeting notes

18th June 2013 was another wet evening but 7 members enjoyed a pleasant evening of discussion and fellowship and viewing of projects.

Ken McIntyre has been continuing work on his experimental Tesla turbine powered Sweet Pea to improve its performance and has been experimenting with different gear gears & gear ratios. He is using module cutters and a dividing head to cut gear wheels with 132 teeth – the maximum ratio possible in the space available. The turbine bearings were playing up and he modified the original plain bearing design to try and minimize axial movement of the turbine. He found that the chain drive and movement of the suspension could be causing drag problems and the chain tensioner was causing binding also. The boiler needs to produce more steam than is presently being used. There is a big need to reduce friction as much as possible.

David Brown showed the airbrake lever assy for his Black Five he has been working on for some time.



Brent Coburn has been making the con rods for his 4 stroke marine engine – profile was cut out with high pressure water jet cutter and then machined. He has made the pistons and the cylinders, which have been modified for water cooling, are under construction. Cylinder liners are made from cast iron. Cylinder heads and valves being machined. Using commercial

miniature spark plugs ex-China with ignition CDI unit being considered to replace conventional distributor.

Nigel had the semi-finished cab for his Sweet Pea to show that some progress was being made.

The meeting on 16th July was attended by 4 members and a various projects under construction were on the table.

Mark Taylor had his partially assembled duplex boiler for a pre-closure inspection and a very nice job of welding it is, too. Very substantial construction. We had discussion on the design of passenger trolleys with advantages / disadvantages of different designs.

Tom Hood had purchased lost wax castings of warning lamps for the 7 ¼ " Dart loco he is working on and these are very well made with provision for red or clear inserts under the lens. He also showed the CNC milled Cab window frame for which he was making hinges and the latch. Discussion took place on the best time to paint such items – before or after fitting transparency in the frame. No decision made. He had spent the previous week making doors and hinges for the cab.

Ken McIntyre reported that his turbine loco required 3 steam-ups to get round the raised track – sufficient steam supply very much a problem. The boiler steams very well, however, and he found the standard Sweet Pea removable fire box sides had burned through which seemed to have improved the steaming of the boiler. There is plenty of torque and the new turbine drive gear is producing 19,000 – 21,000 RPM.

Brent's project of a 4 cylinder marine engine had set Ken to thinking and he was investigating making a 3 cylinder, 2 stroke engine using various bits of engines he had made years ago for his tethered racing cars.. He has cylinders and heads for 10cc engines and thought he could design a suitable crankcase to hold the 3 cylinders in line. We look forward to seeing what transpires.

Nigel

Boating Report

The weather has been very changeable lately; some days have been terrible while others have been very nice. On the two good days I did get to the pond, while the weather was sunny and warm, the wind was almost nonexistent on one day and just a wee bit better the other. Last Sunday we had a good turnout of boats, both powered and yachts. At one time we had six yachts and two electric boats on the water. Progress on my boat build has been nil due to other commitments, others have had slow progress also. We are working towards getting a fleet of "Starlet's" together so that should be fun. We have some photos of new member Jamie getting his Starlet sorted with new radio gear and some recent action on the pond.



Jamie's sailing has come along well and it's really good to see him enjoying sailing. It was good to see Russell, Allan and John at the pond with their electric boats.

Has anyone used Westbourne Models in England recently? I ordered something from them 2 months ago and have not seen or heard anything since, even though I have

emailed them twice. From comments I've seen on the web they seem to be quite good at taking the money, even when they don't have items in stock, then not sending the goods or explaining why. I'm just wondering if anyone has had the same problem. I won't be using them again nor referring anyone to them, and I've written off the money I spent.





Not sure about when the Steering comp will be as I will be away on holiday in early Oct. If you have a preference of a weekend let me know.



Pond cleaning is still on the horizon, we just need to sort out what we are going to use to plug the leaks.

I was talking to a visitor about the algae problem, he owned a garden center with large ponds of water and had the same problem we are having, and he suggested a remedy that sounds very promising. It stops the algae growing altogether and doesn't need cleaning again!

PG

Flying Section Report.

Flying activities are continuing as usual at the Tuamarina flying field, numbers have been down a bit the last couple of times I have been out there. We seem to be getting more people coming out interested in joining MAMS, (there are membership application forms in the caravan), I hope they will be made welcome a given assistance as needed to learn to fly. If I go out there I usually have the Bixler on Buddy lead for anyone wanting some dual instruction, we could use some more instructors.

Indoor flying is continuing on the first Sunday evening each month, 6:45pm at Woodbourne (I will email if there are any changes or cancellation). Numbers have been down on previous years. We have been alternating between fixed wing and helicopter flying throughout the evening to avoid some of the congestion or conflict some members have complained of in the past.

Last weekend I attended the Aerotow Fly-in at BMAC flying site, several of our member went out for a look and a couple took part. This was a great event (well done BMAC), with people coming from as far away as Gore and Auckland and numerous places in between.

The weather was fantastic, the people were great, friendly enthusiastic modellers. The gliders varied in size from about 1 metre up to about 6 metres, and from 1920's vintage to modern fibre-glass machines.

The tow planes varied from a couple of little electric Foamies towing small gliders (very impressive performance to), to a glow powered Beaver, my 53cc petrol Giant Big Stik, a 3 metre 111cc Pawnee (Hangar 9 ARF I think), up to a 150cc scratch built scale Wilga.

It was good to do some towing and take part in the event, and to watch and learn from the more experienced flying.

It was good to see the little Foamie tow planes taking gliders up and goes to show you do not need large expensive models or overly large areas to do aerotow, I am sure they had just as much fun as anyone.

See more in Allan's report below, and no doubt there will be more about this event on the BMAC website and probably the MFNZ website and maybe the Model Fliers World magazine

The Giant big Stik went well but late on Saturday the tailwheel strut broke off. I fitted a replacement castoring tailwheel and was back in action on Sunday morning.



Late on Sunday I had a steel Quick-link break on the left flap control rod, which lead to some odd handling problems when I lowered the flaps for landing but after an overshoot and raising the flap it landed safely. It was a Great Planes 4-40 steel quick-link and one side broke off completely. One of the other flyers says he lost a model when one of

these links slipped off the threaded rod under load (They are very loose on the thread and only rolled sheet with an open joint which could allow it to open and slip), if this had failed on the elevator control it would have been the end of the model, and endangered anyone in the area. My next project is to replace all these quick-links.

If anyone is willing to participate at the Redwoodtown School Gala (see above) please let me know.

Carl M

Allan's report June July 13

Weekend of the June 15th, Al Baker and I flew Vintage Precision at our field. This is a great little event and would be good as a general club contest. 1 minute climb then 2 minute glide with a precision landing on the spot and on time. It was cold and grey but no wind. Both Al and I use the OS20FS and neither engine liked the conditions. Al had an early cut and didn't make time. But for that, he would have had a good score as he really is flying the Zipper well these days. I had a really good day with the Lancer and posted my best ever score. Just 1 point off perfect so that will be nice to have on the Vintage Leader board at AVANZ.

Vintage R/C Precision Results

Allan Baker: EVENT 120: MFNZ # 4943

Zipper, 1939 Age Bonus 11

Flt 1 2 min 58 secs Land 20 = 200 (Max)

Flt 2 2 min 38 sec Land 0 Age 11 = 169

Flt 3 2 min 55 sec Land 20 = 200 (Max)

TOTAL = 569 pts

Pete, Allan and Ken. Ken's Big Sting (on Right) is a very fine all round glider, designed for slope racing and F3B. It will make a killer slope model come the summer. Cheap as chips second hand. Ex Rob Sherlock from CHC. Rob has gone on to bigger things. Here he is in his Libelle. Now that would make a nice 5 meter scale subject too!



July

We knocked off all the July NDC flying on Saturday 13. This time we were at Ara for a change because the weather was better up the valley on this weekend that had dire forecasts of high winds and snow. As usual though, Marlborough missed most of it and we had great flying when the usual Ara lift appeared up the valley. I don't know why. It was very cold and overcast yet there was lift. Go figure!

I flew my little Chilton in **Vintage 1/2A Texaco Scale**. I love this class and really don't know why more don't fly it. These are lovely light easy to build and fly scale models.

Event # 132 Vintage R/C Texaco Scale

Allan Knox MFNZ # 7621

Flt 1	4 min 54sec	land 20	314
Flt 2	4 min 12sec	land 20	272
Flt 3	4 min 13sec	land 0	253
TOTAL = 839 points			



Chilton from 1949 Aeromodeller plan scaled to 42 inch span and powered by the ubiquitous Cox BabBee tuned and propped for long engine runs.

Pete and I went on to fly one of the new electric classes. **ALES 123** this time. In this new event you climb to 123 metres (400 feet) when an altitude switch turns off your motor then you try to glide out to 6 minutes and land spot on time and in a landing circle. I used my cheap and cheerful 2 m Apex and Pete had his beautiful moulded Graphite. Both models flew similarly and struggled to make time early on before that Ara lift appeared. Pete won this one with better times and landings. Well done mate.

Event 127 ALES 123

Peter Deacon MFNZ #10441 Position 1st

Flt1	4min 57 sec	Land 50	347
Flt2	5 min 21sec	Land 50	371
Flt3	6min 6 sec	Land 50	404

Total = 1122 Points

Event 127 ALES 123

Allan Knox MFNZ # 7621 Position 2nd

Flt1	4min 55 sec	Land 50	345
Flt2	4 min 48 sec	Land 25	313
Flt3	6min 3 sec	Land 50	407

Total = 1065 Points

Al Baker turned up about Lunch time with his repaired glider and we put out my winch and got into **Thermal B R/C Sailplane**.

Pete and I maxed our flights but Al struggling a bit with the fast and lively Muller 4CAM. As he said, he just doesn't fly it enough. The modern moulded models are

not hard to fly but you do need to have them set up right and have yourself dialled into the flying style.

Pete and I went on to a fly-off but both came up short of the maximum 10 minutes and 100 point landing. We both scored 90 landings but I had an extra 30 seconds flight time so won by 5 points. There was nothing in it though and it was a great performance by Pete flying the much heavier Kiwicon.

Event 129 R/C Glider Thermal B

Position.	Competitor	Total Points	MFNZ
1	Allan Knox	550	7621
2	Peter Deacon	545	10441
3	Allan Baker	195	4943



Thermal B at ARA

Pete Deacon flying, Al Baker calling and Neville Sutherland getting his first look at aeromodelling in many years. He was a keen A2 and Wakefield flier in his youth he tells me.



Kiwicon on start of down wind leg. Abreast the spot at 30 second to go for a classic square approach.



Turning on to base leg. 20 seconds to go



On finals, some crow brake on to modulate speed and glide slope. Turned onto finals at 10 seconds, now 5 seconds to go.



Lining up the tape on short finals. 2 seconds to run



Full brake push down into the spot. 1 second to go.



With luck he has nailed it on time and on the spot. Flaps up just as the model hits to protect the servos.

Pete showed us how to do it and scored the highest landing precision average on the day averaging just 1.5m off perfect for 4 flights.

Kiwicon still looks and flies great. I

built it around a factory second Icon wing back in 2003. It served me well for 4 years thermal, F3b and slope racing until badly damaged at the Timaru Soar Champs when I flew the wrong model. (Don't do that!) It lay around in bits for years until we needed Aero Tow models so I set to over a couple of months and repaired it, fitted a tow release and it has done sterling service ever since, even flying competitions again in Pete's able hands. So.... If you have an old thermal soarer or can get one then think about using it for aero tow and slope. You may

even want to try some competition one day. It really is good fun and adds some challenge to your flying. Second hand moulded models have never been cheaper.

My big 5 metre SHK scratch build continues. I have had the novel experience of building a pilot and decorating a cockpit. My competition models don't usually have these. It is actually fun and I can see why all you scale enthusiasts enjoy this stuff. Pilot, Douglas, (Bader because he has no lower legs!) has been roughed out of foam and has been clothed by my wife Wendy (thanks my Lovely). The cockpit was fun too. Lots to do yet. That big wing will take a while.



Doug's head is from a cheap \$5.00 Hobby King bust mount on a \$3.00 servo which will be linked to rudder, the hat came from a team NZ mascot bear that my now adult daughter won't miss and the body was just carved from scrap rigid foam. Home made hands are a bit chunky, shaped in Scalpey clay and baked.



Denham overalls and ribbed polo neck top. Belts are from an old lanyard and scrap Al Alloy cut, drilled and filed up for buckles and adjusters. Cost practically nothing.



Canopy locked and ready to go.

Top of the South Aero Tow 27 / 28 July 2013

Blenheim MAC hosted their 3rd invitational Aero Tow over the weekend of 27 / 28 July 2013. Mid winter weather can be a worry but it was perfect; cold early on but beautifully bright sunny days that had us in shirt sleeves by lunch time and just a gentle westerly.

The turn out was the best yet with strong support from both Islands. Thanks for coming guys. Rob Johnston and Ross Biggar came down all the way from the Auckland area but the longest trip was actually by Alex Taylor all the way from Southland. We are glad he came too because he towed all day with his amazing big scratch built Wilga with a thumping great 150 twin up front. Nothing was a problem to tow and some of us with small models were treated to vertical climb outs. Peter Hewson, Mr Aero Tow in the south, worked hard with his brand new 40% Hangar 9 Pawnee. It has impressive size and performance too.





meter Ugly Stick with a 50cc twin also did his share along with smaller tugs flown by Graeme Smithson and even Rex Ashwell with his little electric fun cub. We had 21 pilots registered and most had multiple models. There were so many highlights at this meeting.

- Bill Derenzy's big graceful Phoenix 6 meter K8 suitably reinforced for flight loads.



- Rob Johnston's and Ross Biggar's high end moulded models. Lots of bling and dollars.



- The double act of Woo (Chris Norris) and Colin Taylor from Wellington just having fun with a small tug and a Cularus foamy while their big exotic stuff stayed in the car park. They actually slope soared Friday and did some more flat field on Monday before getting the ferry home.
- Woo's big 6m Grob 103. The energy and bulk are impressive and a little scary on landing.



- Alex Hewson demonstrated his skills yet again with some high speed runs and aeros with Dad's Discus and his F3B/F glider. Super pilot.
- All the ordinary non scale gliders towed up with Velcro releases like Ken McMillan's Big Sting, Ian Harvey's old Contest and Alex's various gliders.

- Rex's Fun Cub and Hand launch glider tow combo that showed you don't need big stuff to enjoy aero tow.
- Ron Johnsons SG33 open frame vintage machine was very special and enjoyed by all.
- Neal Blackie's enthusiasm and his now battered 5m ASW 28 that really got us started on Aero Tow.
- Seeing my first taste of triangle racing. Is it a NZ soaring contest of the future?



- The huge range of gliders both big and small, scale and non scale.
- The Saturday night get together at Doddson's now under new management and better than ever.

For me it was just great to be able to catch up with old friends and to be able to reciprocate some hospitality. It is the people that make these very social events. Oooppss and crashes were few. Aero Tow really is a safe easy way to get any glider up into the blue.

It looks like an Aero Tow circuit has been established in the South Island with 2 events a year planned for Blenheim, Christchurch, Timaru and Dunedin or Gore. Put the last Weekend in Jan 2014 in your calendar for the next Blenheim one. Finally, I would like to say thanks to Peter Deacon who organised this one and to Ken McMillan and his committee and members at BMAC for there continued support of these events and their great hospitality.

FOR SALE;

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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 \$67, Junior \$20, and Family \$72, 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 **31st of July**. **Non-financial members are not covered by our insurance policy and therefore cannot operate their models at our designated sites**, and they do not receive a Newsletter.

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

(**New** members who have joined and paid their Subs from December 2013 onwards are still considered paid up club members for 2013/2014 year)

Those who have paid their subscription since the last AGM may collect their membership card and receipt from a folder on the notice board in the clubroom.

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 **October** issue to the editor before the end of **September**.