



Piston'n'Prop.

Newsletter

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

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If Clubs or members currently receiving this Newsletter by mail could receive it by email please let me know carlmcmillan101@gmail.com

Committee Meeting notes for June / July

This will be brief because a lot has happened in my household over past months and I am trying to come to terms with changed circumstances. Variable weather (ie – very wet) has affected many outdoor club activities but the track project is progressing with many visible changes and a lot of detail work done that is not so visible. Thanks to all who regularly turn up each week to help.



The club has been offered two new electric 5”g locomotives by Mark Taylor and his donation is gratefully received. These locos have been well used on the ground level track while the raised track is out of operation and will be a great benefit. Thank you, Mark.

Just a gentle reminder that annual subscriptions are due, for those who have yet paid. I appreciate and thank the members who have done so already. I know that Kelly, our new Treasurer, will be grateful for your response.

The new subscriptions are:

Ordinary Senior Member \$60.00

Junior and Country members \$40.00

Family Membership \$65.00

Annual Subscriptions can be paid now, please, if you have not already done so.

SBS Bank account 031355 0512739 00

Nigel Wood

Secretary

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Boating section report.

Calm conditions have limited our sailing opportunities so we continue to bring out the electric powered boats. John arrived with his navy tug that many of us have never seen before. This vessel is a work of art. The two dinghies are detail models in their own right. True clinker construction and detailed right down to the oars.

The resurrection of Tom's boats to running condition by various members continues with the special addition of "Nimbus", to be retained by the family. The model is of the family fishing boat.



NIMBUS



PATROL BOAT



TUGBOAT
Ken,s Earnslaw in background

(Ray)

Flying section report

The weather has been pretty wet lately, but no flooding over the Airfield so far, it has been too wet to get any mowing done for a few weeks now but hopefully it will dry a bit this week. At least the grass is not growing too fast just at the moment. With all the rain lately a big puddle (small lake) forms on the road to the airfield between the airfield and the trees, I drove through it last Wednesday but it was a bit deeper than I expected so be careful if you drive through it, it should drain away fairly quickly with a fine day or two.

We have had the occasional good day for flying and it is good to see people getting out and taking advantage.

I have been getting a little bit of work done in the shed on the DR107 One Design plane, but painting has been difficult in the cooler weather with a few attempts creating a crinkle finish in patches resulting in a lot more sanding and re-spraying than planned, slow progress (photo below).



DR107 One Design (work in progress)

The glider flyers have been getting in some good flying and competing in NDC competitions. See Rex's report. This month the only ALES event we fly is X5J. Have fun, Fly safely.
Carl M

The Soaring Scene

Who is sick of the weather? Probably everyone, but certainly those of us who fly soaring models, as there have been very few good flying days over the past month. The first weekend was okay(ish) and we flew at Tuamarina on the Saturday and Quaildale on Sunday. Saturday was very cool with a bit of a breeze, and there was enough lift about to prompt us into flying an NDC event, ALES 123, on the basis that one can't afford to pass up an okay day as it might be the best day of the month - as things turned out, it probably was!

This competition allows a short climb to 123 metres followed by a 6 minute target time and a spot landing. To make the time some lift is required and we've always considered this quite a tough competition as the starting altitude means you need to find something quickly or you'll be back on the ground in short order. Everyone was going well initially with the likelihood of good scores all around, but three flights are required and nailing all three is never easy. Only Phil Elvy managed to pull that trick off, dropping just 5 points below a perfect score.

Event 424 - ALES 123

Phil Elvy MFNZ #11020

Flight 1 - 6 min 02	358 points	50 landing	408
Flight 2 - 6 min 01	359 points	50 landing	409
Flight 3 - 6 min 02	358 points	50 landing	<u>408</u>
Total -			1225

Garry Morgan MFNZ #12386

Flight 1 - 6 min 00	360 points	50 landing	410
Flight 2 - 6 min 01	359 points	50 landing	409
Flight 3 - 5 min 45	345 points	25 landing	<u>370</u>
Total -			1189

Rex Ashwell MFNZ #10746

Flight 1 - 6 min 01	359 points	50 landing	409
Flight 2 - 6 min 03	357 points	50 landing	407
Flight 3 - 5 min 26	326 points	25 landing	<u>351</u>
Total -			1167

Phil Sparrow MFNZ #12385

Flight 1 - 4 min 52	292 points	50 landing	342
Flight 2 - 5 min 45	345 points	25 landing	370
Flight 3 - 6 min 01	359 points	50 landing	<u>409</u>
Total -			1121

Carl McMillan MFNZ #8446

Flight 1 - 6 min 05	355 points	50 landing	405
Flight 2 - 3 min 59	239 points	50 landing	289
Flight 3 - 5 min 43	343 points	00 landing	<u>343</u>
Total -			1037

Peter Deacon MFNZ #10441

Flight 1 - 6 min 04	356 points	00 landing	356
Flight 2 - 4 min 56	296 points	50 landing	346
Flight 3 - 4 min 39	279 points	25 landing	<u>304</u>
Total -			1006

So it was on to Quaildale the next day. The forecast for Sunday looked as though it would be a bit windy but as we had Quaildale booked, half a dozen pilots plus Sam Laidlaw from Nelson, assembled at the Waihopai Valley farm at 10am ready to fly, and possibly compete, in F5J. Initially It was very cool with a katabatic wind

making sure we were aware that the mountains had snow on them. We are used to this though and it was mostly a matter of waiting for things to warm up when this wind was expected to drop. It was that kind of clear blue sky that seems to say “no thermals likely today” but it was a gorgeous day and the wind was dropping so four of us committed to flying F5J and got into it.

F5J is a relatively new competition and the first electric powered soaring class flown at international level, with the NZ team winning the inaugural World Championship in 2019. This is a more complicated format than we normally fly and the scoring table below shows the flight time (target is 10 min), the landing points (50 within 1 metre, reducing in steps down to 5 within 10 metres), maximum height of launch climb and launch penalties. This is a risk and reward system where you are penalised 1 point for every 2 metres of launch altitude up to 200 metres, and 3 points for every metre above 200. The concept of risk and reward is illustrated well when you see that for his first flight Peter actually had the longest flight combined with a very good landing, yet because his launch was close to being in a low orbit the resulting penalties meant this was also the lowest total flight score. There were some very good flights that day and the scores indicate that it is possible to have three good flights, but usually it's when four are required.

Event 423 - FAI F5J

Phil Elvy MFNZ #11020

Flight 1 Time - 9:57 Points - 597 Landing - 40 Climb - 186 metres Penalty - 93.0

Total: $597 + 40 - 93.0 = 544.0$

Flight 2 Time 7:05 Points - 425 Landing - 45 Climb - 175 metres Penalty - 87.5

Total: $425 + 45 - 87.5 = 382.5$

Flight 3 Time - 9:52 Points - 592 Landing - 30 Climb - 186 metres Penalty - 93.0

Total: $592 + 30 - 93.0 = 529.0$

Flight 4 Time - 9:53 Points - 593 Landing - 45 Climb - 163 metres Penalty - 81.5

Total: $593 + 45 - 81.5 = \underline{556.5}$

2011.5

Rex Ashwell MFNZ #10746

Flight 1 Time - 6:37 Points - 397 Landing - 45 Climb - 152 metres Penalty - 76.0

Total: $397 + 45 - 76.0 = 366.0$

Flight 2 Time 9:54 Points - 594 Landing - 35 Climb - 199 metres Penalty - 99.5

Total: $594 + 35 - 99.5 = 529.5$

Flight 3 Time - 9:53 Points - 593 Landing - 45 Climb - 203 metres Penalty -109.0

Total: $593 + 45 -109.0 = 529.0$

Flight 4 Time - 9:53 Points - 593 Landing - 40 Climb - 184 metres Penalty - 92.0

Total: $593 + 40 - 92.0 = \underline{541.0}$

1965.5

Garry Morgan MFNZ #12386

Flight 1 Time - 9:54 Points - 594 Landing - 45 Climb - 151 metres Penalty - 75.5

Total: $594 + 45 - 75.5 = 563.5$

Flight 2 Time - 5:31 Points - 331 Landing - 50 Climb - 168 metres Penalty - 84.0

Total: $331 + 50 - 84.0 = 297.0$

Flight 3 Time - 8:11 Points - 491 Landing - 45 Climb - 172 metres Penalty - 86.0

Total: $491 + 45 - 86.0 = 450.0$

Flight 4 Time - 9:55 Points - 595 Landing - 50 Climb - 187 metres Penalty - 93.5

Total: $595 + 50 - 93.5 = \underline{551.5}$

1862.0

Phil Sparrow MFNZ #12385

Flight 1 Time - 9:54 Points - 594 Landing - 00 Climb - 134 metres Penalty - 67.0

Total: $594 + 00 - 67.0 = 527.0$

Flight 2 Time - 6:55 Points - 415 Landing - 00 Climb - 134 metres Penalty - 67.0

Total: $415 + 00 - 67.0 = 348.0$

Flight 3 Time - 5:47 Points - 347 Landing - 30 Climb - 127 metres Penalty - 63.5

Total: $347 + 30 - 63.5 = 313.5$

Flight 4 Time - 9:50 Points - 590 Landing - 45 Climb - 177 metres Penalty - 88.5

Total: $590 + 45 - 88.5 = \underline{546.5}$

1735.0

Peter Deacon MFNZ #10441

Flight 1 Time 10:00 Points - 600 Landing - 45 Climb - 347 metres Penalty -541.0

Total: $600 + 45 - 541.0 = 104.0$

Flight 2 Time - 9:56 Points - 596 Landing - 35 Climb - 227 metres Penalty -181.0

Total: $596 + 35 - 181.0 = 450.0$

Flight 3 Time - 9:59 Points - 599 Landing - 25 Climb - 206 metres Penalty -103.0

Total: $599 + 25 - 103.0 = 521.0$

Flight 4 Time - 6:19 Points - 379 Landing - 50 Climb - 173 metres Penalty - 86.5

Total: $379 + 50 - 86.5 = \underline{342.5}$

1417.5

Clearly to score well you must not launch too high or you will sustain a hefty penalty, and in top level events it's not uncommon to see launch heights of less than 20 metres. Obviously this kind of thing only works if there are low level thermals strong enough to climb on. We seldom see anything like that around here and there was certainly very little assistance below about 180 metres at Quaildale with only Phil Sparrow being prepared to start consistently lower. He flew very well with his light weight model and had a couple of excellent flights - but it didn't always work! The results were about where we have scored in the past

and everyone had an enjoyable day, the last out there until October as they are now shut down for lambing.

We had just those two NDC events in July and four of us flew both on the first weekend. For whatever reason Carl and Phil Elvy didn't fancy their chances at Quaildale, opting to wait for a better day later in the month. Somehow Phil managed to get a lifty day at Tuamarina the following weekend and snuck into the lead, while Carl and Peter Smith missed out completely as the weather collapsed along with their chances. Despite the weather, which is affecting everyone else around the country as well, we are still doing okay in the NDC stakes, unofficially holding down first, second and third places in Soaring at this stage, although with four months of competition remaining anything can happen.

It's been good to welcome Peter Deacon back into our group now that he's returned to Marlborough. He has been away from regular competition flying for a few years and his models are a little dated but still competitive in his hands. He'll be a great asset and a real threat once he settles in to NDC again and starts to figure out the tactics in events like F5J. Armed with a capable camera, he has produced a lot of good photos and video at recent flying days and the following link will take you to a brief video with a few scenes from the start of the month at Tuamarina and Quaildale:

<https://www.youtube.com/watch?v=BQ6s6PWIAwc>

There is some interest around the country and in our group in a new class to be introduced next year, known as e-RES. This is for a more traditional construction, 2 metre model, using modest electric power, in an effort to lower costs and reintroduce self built models. The complexity and cost of the latest high performance composite models puts them well beyond what most are prepared to spend and this new class satisfies a demand which has seen huge interest around the world, so hopefully it will also take off here. Some of our members are already building models, mainly from CNC cut kits, although Garry is building his own design. The kits are straight forward builds with just rudder, elevator and spoiler (hence RES) controls, so are easy to set up and fly with basic r/c equipment. There are a lot of options available, so if anyone is interested in knowing more, get in touch with one of the soaring group members.

Rex Ashwell

For Sale

Two sets of Floats for RC Model aircraft, one for a 40 size and one for a 60 size aircraft. Floats are home made, and if nobody wants them they will go to the tip.

Anyone interested in having them contact Neil Wilson Ph 5789456 or email nikchrisus@xtra.co.nz

Any members who want a battery for flight-line charging: Used 12 Volt, Deep Cycle batteries are available for \$10 each, from Access Mobility (next to Medlab, on Maxwell Rd). Ask for Lloyd.

MAMS Membership and Subscription Structure

Ordinary Member (all Sections)	\$60
Family membership	\$65
Junior Member	\$40
Country Member (+40km from Blenheim)	\$40
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 affiliation fee of: **Senior \$95 Junior \$30, and Family \$100, paid to MAMS.***

*NOTE: MFNZ Fees must be paid to the club before **31 March**.* NEW members joining after 1st October only have to pay half fees, however existing members renewing late, will still need to pay for a full year. Carl McMillan is the MAMS MFNZ Contact person regarding any MFNZ membership issues.

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.

(**New** members who have joined and paid their Subs from December 2021 onwards are still considered paid up club members for 2022/2023 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 **October** issue to the editor a few days before the end of **September**.