



Piston 'n' Prop.

Newsletter

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

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MAMS Website: 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

December 2012

Model of the Year

The Model of the Year will be held on Tuesday

11th December 7:30pm

at MAMS Clubroom Brayshaw Park.

There will be a brief General Meeting, then the Model of the year presentations, selection and awards, followed by supper (bring a plate)

There will be separate categories, and trophies, for Engineering, boating and aeromodelling this year.

The criteria for judging will be by acclamation of those attending.

Members are encouraged to bring their models and give a brief presentation about them.

This is one of the few times all the sections of our society can get together for a social evening. Come along, see what our members are up to and make it an enjoyable social evening for everyone.

CLUB HISTORY

I would like to ask members to take a moment and to read this request.

MA.M.S. History is being up dated. The need for this is very important for those who will follow in our foot steps.

Firstly it should be an accurate account of our past. Our amalgamated club(s) covering most if not all disciplines of our hobby we have much to be proud of, with many National and International Events held by us. The club has also started many modelling activities, such as the Model Locomotives Efficiency Trials, Model Boat Regatta's of many types setting up the first Model Engineering Rally in 1974, now a Biennial International event. Model Aircraft events National and South Island events. just to name a few. With all these activities there must be some photos and items of interest that members can provide?.

I would like all what you may be able to contribute in by the End of February please. It takes a huge amount of time putting History together as you know every day we make history???

If you think you can help no matter how big or small, if you think it may be of some interest,

PLEASE; write it down along with photo's and pass it on to me.

Contact Peter & Marg Holdaway, 3 Marshall Place, Blenheim.

578 6165 Email vintageholdaways@kinect.co.nz

Notes from recent Committee meetings

In August the committee accepted into membership Allan Holdaway (boating) and Willie Vosloo (flying). We extend a welcome to them and to Stephen Folster (flying) who re-joined in September. We trust you will all enjoy your time with the Society. We noted with regret the death of Philip Weir in October. He had been an active member of the Boating Section and won a trophy at last year's Model of the Year evening.

Dave Mathieson had offered to install the new bench unit in the club room kitchen and carried this out early in November. As well as the new (second-hand) sink unit, an additional bench top has been installed as well as a cupboard unit and the

refrigerator & stove have been relocated. Painting of the units and upgrading the kitchen floor remains to be done.

The flying Section is mindful of others using the airspace above the Tuamarina flying site and has applied to CAA to register a danger zone around the area. We await the outcome of the application.

Grounds maintenance has slowed down over the winter months but weed spraying and grass cutting has continued. Cleaning of the boating pond is planned for 15th December to try and reduce some of the sludge build-up before warm weather starts algae action again and in preparation for Heritage Day on February.

The plan to clean, repair & paint the upstairs signal box was set for the weekend of 24/25 November and Mark Taylor with Brent Coburn carried out preparation work in the days preceding. It was found the roof was still in good condition after water blasting and two coats of paint were applied. The weekend was fine and great progress was made in painting the upstairs part of the building, thanks to Mark and Brent and the use of a cherry picker and scissor lift. The stairs require painting, strengthening and new posts and hand rails. The lower part of the building is yet to be painted but this will not require working at heights. The completed building looks very smart in a fresh coat of paint.

Thanks to Peter Holdaway for getting the project under way with quotes for repairing & painting the building to give an idea of what we were facing. Peter has also offered to undertake the compilation of our Society history and requests that anyone having photos or information about the club's activities over the year get in contact with him, please.

We take this opportunity to wish you all and your families a very happy Christmas and successful New Year. Thanks to all who have taken part in club activities during the year – for your assistance and encouragement.

Nigel

Notes from recent Steam Section Meetings:

Over the winter months a small group of members have met on the second Tuesday of each month and enjoyed evenings of conversation and fellowship. These have been times to look at different projects underway in different workshops. We have viewed with interest the progress on Ken McIntyre's experimental Tesla Turbine powered / Sweet Pea based locomotive and now the boiler has been made and tested, it won't be long before we see how the loco performs.

Tom Hood has been making more parts for his 5" gauge Dart locomotive. Mark Taylor has made more parts for his Phantom plus making a start on building a ¼ scale Pawnee aircraft for air towing gliders. He brought along the 100cc engine which will power it.

David Brown has painted his Black Five locomotive.

Bill Ward had problems with worn teeth on the back-gear lock of his Myford lathe and asked if blanks could be machined to make a new lock. He has been busy with his interest in pottery over the winter months and had a successful display of various pots he had made.

Nigel has been assessing parts on his Sweet Pea and has made a firebox for the boiler.

Brent Coburn had installed a commercially made heavy duty 5" trolley bogey on one of the Club trolleys and this rides very nicely now.

Club running days have been very quiet with poor weather affecting quite a number of weekends.

Boating Report

The steering competition has been and it was really good to see Jean and Cor from Christchurch. Dave came from Nelson to set up the course and we had five local boaties take part. The weather on Saturday decided to turn nasty just as we got going so the days activity was cancelled. Sunday was much better and we ran two rounds of the course. I don't know the results but it was fun. We had a bbq lunch on Sunday and that was very pleasant. We set up the yacht racing course in the afternoon and had six yachts running. We treated it as a practise day but it was good to have a course to sail around.



We had our yachting day last Sunday, five boats running. We handicapped the yachts and by the end of the day we had almost everyone on the last leg at the same time which made for interesting sailing.



I did manage to get my speed boat running properly and it looks good on the water.



I have photos of Alan Holloway's tug on the steering course, yachting on the pond and my speed boat doing what it should.

Don't forget the Model of the Year on the 11th. It's for finished models and ones being built. Don't be shy, come along and see what's happening in the Club

See you there PG

Flying Section report:

Remember the MAMS Model of the year meeting is on Tuesday the 11th December at the clubrooms, a chance for members to show off what they have been building.

Indoor Flying is continuing through the summer at the moment, as long as there is enough support, I do not expect we will fly the first Sunday in January though. Numbers have been down a bit lately, remember the first Sunday each month meet at the carpark outside Woodbourne gate at 6:45pm.

Slope soaring is continuing on Wednesday afternoons, and will continue to do so over the summer (not planning on Boxing day though).

If anyone is interested in building large model aircraft but has been deterred because of not having a local inspector, we now have one; Allan Knox is now an approved MFNZ Inspector for large aircraft.

For those interested in gliding, the club has purchased a Winch and Battery, to make it easier for members to get into the higher performance gliding (contact Allan Knox for details).

BMAC have invited us to another Glider/Aerotow day on 15 December.

Errol has been doing a great job of mowing the flying field paddock, thanks Errol. Heritage day is coming up in February (Waitangi day) and traditionally the flying section has been asked to provide people to man the gate and collect money for an hour or so, I have no details yet so will let you know nearer the time. If members are prepared to help out it would be good. We usually also have some models on display at Brayshaw Park in our clubrooms or the SBS Marquee which we are using on the day.

If anyone has any information regarding the club history please let Peter Holdaway know, see his notice earlier in the newsletter.

I would like to thank Dennis Heiford and the NMAC members for inviting us to a Fly-in with them on the 11th November, although unfortunately this was cancelled at the last minute due to very dubious weather conditions.

The MFNZ Nationals are in Christchurch this year, great chance to see all sorts of Aeromodelling in action (or participate) 31 Dec- 5th January

<http://www.nzmaa.org.nz/nats.htm>

Welcome back Stephen Folster, rejoining us after several years.

See Allan's report for more flying news.

Carl M.

Allan's report: October / November

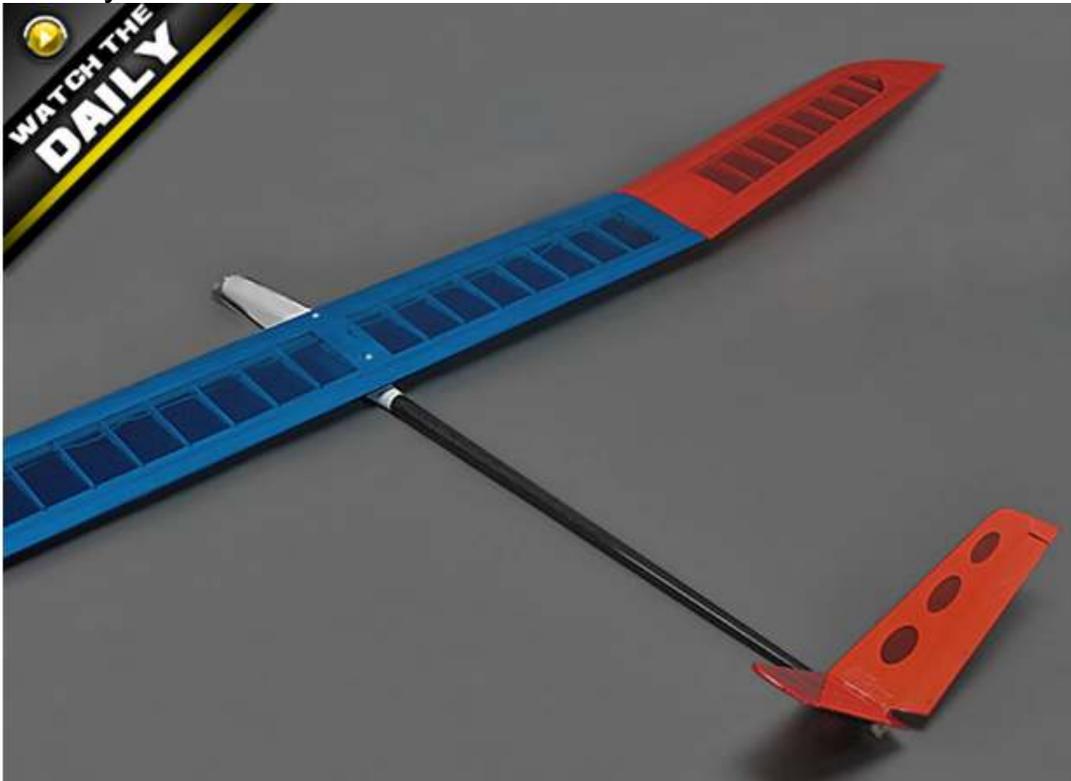
We had a couple of NDC events in Oct.

I flew **7x7 electric sailplane** at Chaytors with Peter Deacon's help. The day was clear and cold with the typical down the valley breeze. Not as good as last time because I missed a couple of landings by trying to be clever and drop it exactly on time but still in the circle. I'm better off aiming at the spot and getting the 50.

Results: A Knox R/C Electric 7x7 class E
Flt 1, 7 min 5 secs Landing 50 = 465
Flt 2, 7 min 1 sec Landing 25 = 444
Flt3, 6 min 59 sec Landing 25 = 444
TOTAL = 1,353 points

By the way, if anyone wants a cheap high performance electric glider, Hobby King finally has one for just \$115US! I guess you could land one here for about \$175 NZD. 5 sevos so you can crow brake it and big and light enough to soar competitively. It would take some beating for value I'm betting. See http://www.hobbyking.com/hobbyking/store/uh_viewItem.asp?idProduct=25604&utm_campaign=071112.EN.SM&utm_content=91953856&utm_medium=email&utm_source=EDM

It is very like my Vee tailed soarer used for this event.



Great value form Hobby King. Worth having for anyone serious about soaring.
Next we went on and flew **NDC Thermal I for RC Hand Launched Gliders.** This is a pretty special class and Pete and I usually have a close race. Kelvin too was pretty good at this event and Al Baker joins in when he can. The breeze was dropping as the land warmed and soon the conditions were ideal but shifted through to an on shore Easterly toward the end. Lift was tough to find but we both got away in lift a number of times to post flights over 2 minutes. Pete usually beats me at this one but it was my turn this time. Round 4 made the real difference where I got closer to the 3 minute target flights. Our scores are pretty ordinary as neither of us can really wind up and throw the big altitudes the good guys get but we are well matched so this is a good contest. I'm surprised more of you haven't

got into HLG. It is relatively cheap and the models are very versatile. Great for small fields and can slope soar any small hill. I have learnt more about reading the air with HLGs than all my other flying put together.

If anyone would like a good Discus Launch HLG, my Weredog is available ready for you to fit your Rx and fly for just \$350. (Wing has 4 off D47 servos costing \$165.00 included)



Allan's Weredog HLG for sale. Pete Williams bagged wing, Blended AG45 sections, Pete Barrel carbon fuse pod, Carbon boom, 6 servos. Never crashed and in good condition. Allan 5791424.

Results Thermal I

A Knox

Rd 1: 170, 89, 180, 142 = 581

Rd2: 58, 90, 50, 49, 100 = 347

Rd3: 64, 120, 120, 104, 62, 43, 42 minus 30 = 525

Rd4: 114, 169, 43, 42, 165 minus 20 = 428

Tot = 1881

P Deacon

Rd1: 52, 56, 55, 180, 179, 51 minus 20 = 553

Rd2: 42, 70, 120, 47, 55 = 334

Rd3: 92, 120, 47, 71, 57, 99, 81 minus 30 = 537

Rd4: 47, 42, 180, 34, 52, 51, 69, 82 minus 50 = 281

Tot = 1705

Southern Fling 2012:

This is a really big deal in the Hand Launch Glider world and attracted about 25 entries from all over NZ and some from Aus. Christchurch was the venue in early November. It was also a Trans Tasman Challenge for the TT Shield.

I headed down Friday and stayed with long time flying buddy, Ian Harvey and his wife Winna. Friday evening we all had a sociable meal at the new Lincoln Pub (rebuilt since the earthquake) then went on to the new Lincoln stadium for some indoor flying and finally finished with Andrew Palmer demonstrating outdoor night flying with his helis. Unbelievably spectacular with their brightly lit rotors and fuselages. Lighting is LED computer controlled and can actually produce a static image on the rotor disc.

Saturday was a late start because of rain but we got underway in the drizzle and stiff breeze around midday on the water logged CMAC field at the Willows. My limited launch height really hurt my performance but I was only flying the Sportsman Class (for the old or weak) so was in good company (15 flew Sportsman). I found I could scoot off downwind and soar a line of trees. This helped me up to second place on the first day. Meanwhile the guys in the Expert class were really showing us how to do it. Young Alex Hewson was going great. Have a look at the slow motion videos of the launches. Very physical stuff if you want to throw over 60 meters like these guys.

<http://www.rcgroups.com/forums/showthread.php?t=1715428&page=2#post23182463>

Saturday evening saw us enjoying a meal at the old Wigram Air Base Officers Mess, now called Wigram Manor. I took the chance to catch up with my two youngest, Andrew and Josie who joined us in the Bar. After dinner Joe Wurts, Conrad Klintworth and Dave Griffin shared their F3J World Championships experiences with us in an illustrated talk. They were the NZ team that finished 3rd at the recent F3J Worlds in South Africa. It is Amazing to think that Kiwi glider pilots are that good against some semi professional teams from countries like Germany and the States. Of course they beat the Aussies again.



Ian Harvey with his Blaster 2 from Vladamir's Models. I fly one too.

Sunday morning dawned beautifully with a day full of promise. The CD, Scott Chisholm, had us underway by 0800 and even at that hour the lift was there as the southerly wind died away to nothing. The southerly is always very unstable and soon big lift was going off and models were sucked up to several 100 feet in a minute or two. Of course there were big downs between these

and the trick was to catch the air at the right time and place. I needed all my old free flight air reading skills to do any good. Feeling for the cool infill breezes pointing the way to the lift. This was an intense day with 3 groups of fliers in each of 13 Rounds. You flew your group, then timed for your mate and got about 15 minutes break each round so it was a really busy day. I loved it. We wrapped up about 3.00PM with awards and prize giving.



Goodies from the Sponsors

The table was loaded with goodies from the sponsors and these were distributed by Lucky draw rather than going to the winners. A great idea as there was more than enough to go round and the balance was lolly scrambled. Imagine picking up servos from the grass!



Oh and the results... well the Kiwi's won the Trans Tasman trophy again. This was decided by adding up the scores for the top 3 Kiwis (Kevin Botherway, Alex Hewson and Scott Chisholm) compared to the top 3 Aussies. There was only 3 %

difference so it was close. And I finished third out of 15 in the old and the weak class (Sportsman) and have a nice beer glass with the Fling Logo and my place etched on it. I was well pleased and will be back next year fitter and better equipped. Hopefully some of you will join me.

I have to congratulate the Soaring SIG and the guys like Dave Griffin, Scott Chisholm, John Shaw and Kevin Botherway for the excellent and very professional organisation and running of the Fling. Best I have seen. The Sponsors too were very generous.

I hit the road and was home by 8.15pm. Tired and stiff but very happy.

If you are interested, The Southern Fling Results are at <http://www.rcgroups.com/forums/showthread.php?t=1715428&highlight=southern+fling&pa>

Slope flying: One of my favourite forms of gliding

We have started slope flying again for the summer. You know the drill, so come out Wednesday evenings and have some fun. We had 15 at our last session of last summer but are starting slowly this year so please come and join in, we would love to see you.

We have enjoyed some great flying in the prevailing Nor'west at top of Weld and more recently, have been back at Meadow Bank in the Easterly thanks to the kind support of Mr Grigg the land owner.

So far it has been mostly Carl, Karl, Daniel, Dale and me but Steve and Nathan have made it up too. Lots of flying wings of course but some new and different models too. Karl has been flying an electric Foam Fox which looks pretty cool.



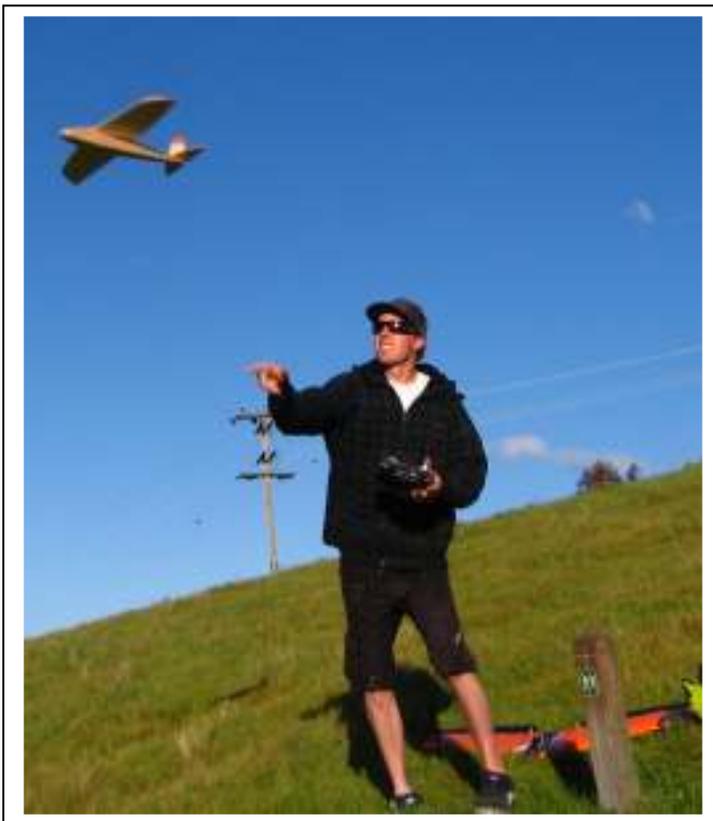
Karl and his new Electric Fox

Carl has a lovely Fly Fly 3 meter Condor that flies superbly. It is hard to believe you can get one for just \$350 NZD landed here. We will Aero Tow it soon(see below).



Proud Papa picture: Carl and new Condor.

Another interesting model is Daniels little Limited X that is a great little flier. He pulled the plan down off the Net one week end and showed good skills to plan build it in a couple of days. Well done Daniel.



Daniel with the amazing little Limited EX

This is the link to Daniels Limited EX

<http://www.rcgroups.com/forums/showthread.php?t=301827&pp=15>

You can find the plan there too.



*Alchemi before one half of the tail folded under. It now has new one to match the gold wing.
Daniel has an Alchemi under construction too.*



Not often seen on the hill. Nathan escaped to have a slope fly with his foam electric. Flew well too

The slope is a great way to stack up the flying time and hone your skills. An hours flying and you can still be home for tea at 7.00. Come and join in!

Aero Tow 10 Nov

The Blenheim MAC again hosted us at their ARA field for our regular monthly Aero Tow morning. I was looking forward to seeing Carl's Condor on the end of a tow line. It has already proved to be a very efficient slope model so I was expecting it would thermal well.

Carl hooked up behind Pete's Pawnee with some trepidation but once underway and with a touch of up the Condor lifted out of the dolly and sat beautifully in the high tow position. Carl tells me all he had to do was keep wings level with the ailerons and the tow plane did the rest. This is classic towing and it shows the Fli Fli Condor is an ideal aero tow model. Carl then went on to hook up lift on 2 out of 3 of his flights achieving some long extended flight times. Definitely a success and he is one happy flier.



Carl and Pete get ready to go. The Condor's first Aero Tow.

Pete and I went on to aero tow my Kiwicon and the T31. The air was classic ARA. Lots of lovely soft lift in the prevailing Easterly. This place is one of the best thermal sights I have ever flown producing consistent lift year round.

Mark Taylor has been venturing into the world of aeroplanes lately and is underway with a big 3 meter span Piper Pawnee with a humongous 110cc twin cylinder engine up front. This model is classified as a large model under MFNZ and CAANZ rules so is subject to inspection and certification. To help out, I have been approved as an inspector so will be keeping track of progress and providing advice. There is a formal test flight phase for certification too so I'm looking

forward to that. Hopefully we will have this monster as a tug for the seriously large gliders. Mark is doing a wonderful job as you would expect and I'm sure he will have a model to be proud of once completed.



Mark Taylor with his giant Pawnee....Cool!!

It was great to see another hand launch flier on the field. Ken McMillan (BMAC) flew a very good and very cheap Hobby King discus launch HLG called the Versus. It has a bagged carbon and glass wing and carbon boom with a very nice fuse

pod. I think he said it cost just \$182 USD. Great value for money! It may lack the Kevlar and moulded wings of the more expensive machines but it certainly works well and makes an excellent entry model for this sort of flying. Everyone should have one I reckon. See

http://www.hobbyking.com/hobbyking/store/_23138_Versus_Composite_DLG_1500mm_Glider_Kit.html

INTERNATIONAL WAREHOUSE

Item found in the following categories;
> [Planes_ARE_RTF_KIT](#) > [All Models](#)
> [Planes_ARE_RTF_KIT](#) > [Gliders](#)

RATED:

Versus Composite DLG 1500mm Glider Kit

WATCH THE VIDEO

Servos Not Included

The superb Versus is an up to date and great looking DLG with an attractive price tag, construction quality is excellent, as is the flight performance!

The lightweight construction of the Versus has been achieved through extensive use of CF and GF, the foam cored wings are of course CF reinforced, the canopy and boom are also Carbon Fiber but then to keep costs low, the fuselage pod is GF with CF reinforcing. The tailplane is Gressed balsa for strength and minimal weight, likewise the supplied hardware is not only excellent but keeps weight to a minimum and for finishing, fine CF & GF mesh cloth are also included, this is a builders kit for sure but the end result is well worth the effort!



Peter, Allan and Ken McMillan with our HLGs

NDC EDP Class E2 contest for Electric Sailplanes:

Pete and I finished the day with NDC E2 electric sailplane. He flew his fully moulded Graphite and I used my bagged composite Vertex (the models we are holding in the photo below) which I designed for this class. I was expecting some great times with all the lift about and so it proved. Pete started with a nearly perfect set of 3 flights in his first round, just 3 seconds off perfect. I wasn't far behind and in the second round the tables were reversed with me slightly ahead. Pete started the 3rd and final round maxing his flight times again but did drop a few more seconds so the door was open for me. I launched for my 3rd round and was looking good then the Westerly blew through enveloping the whole area in a down draft as the wind came down off the adjacent hills. The 10 minute flight became just over 5 minutes and the model finished up way down wind. The rest of the round was pretty awful so it was Pete's day.

Pete also broke the National record for the class which he duly claimed.

Congratulations Pete, a great performance in your first attempt at this class. That Graphite is superb, expensive, but you get what you pay for.

Results: EDP Class E2 Electric Sailplane 10 Nov 12.

	Round 1			Rd. score	
	10 min	5 min	2 min		
Peter Deacon	10.02 + 15	4.59+15	2.00+15	1062	
Allan Knox	10.05+15	5.03+15	1.59+02	1057	
	Round 2			Rd. score	
	10 min	5 min	2 min		
Peter Deacon	9.54+15	4.57+15	1.59+15	1055	
Allan Knox	10.00+15	5.03+15	2.03+15	1059	
	Round 3			Rd. score	TOTAL
	10 min	5 min	2 min		
Peter Deacon	10.10+15	5.02+15	1.56+15	1049	3166
Allan Knox	5.03+0	3.57+0	2.00+15	702	2818



Allan and Pete with some of the models flown at the Aero Tow.

And it is time to think about the **Nationals at New Year**. I hope to fly up to a dozen different classes in 5 days. Mostly vintage but some gliding and electric too. Hopefully some of you will make to the Nationals too. It is in **Darfield starting New Years day and running for 5 days**. All types on aeromodelling competition will be flown so there is something for all interests. Everything from indoor free flight to IMAC aerobatics. Helis, Scale you name it.

I am adding Vintage Electric Duration and Open Texaco to my list so have adapted models to suit.

My favourite A Texaco Lancer now has an extra tank set up for Open Texaco where the capacity is geared to wing area and the tank is a syringe set to the correct capacity. This now shares the very busy engine bay with the A Tank and my trusty OS20 FS as you can see in the photo.



Lancer engine bay setup for both A and Open Texaco

I have just fitted a new 700 Watt motor to my Scram too for Electric Duration. I have to say I'm impressed with the grunt. It will need it though as I'm looking for a

5 minute flight off a 20 second engine run. That will need a climb to over 1000 feet in just 20 seconds and that is pretty hot.



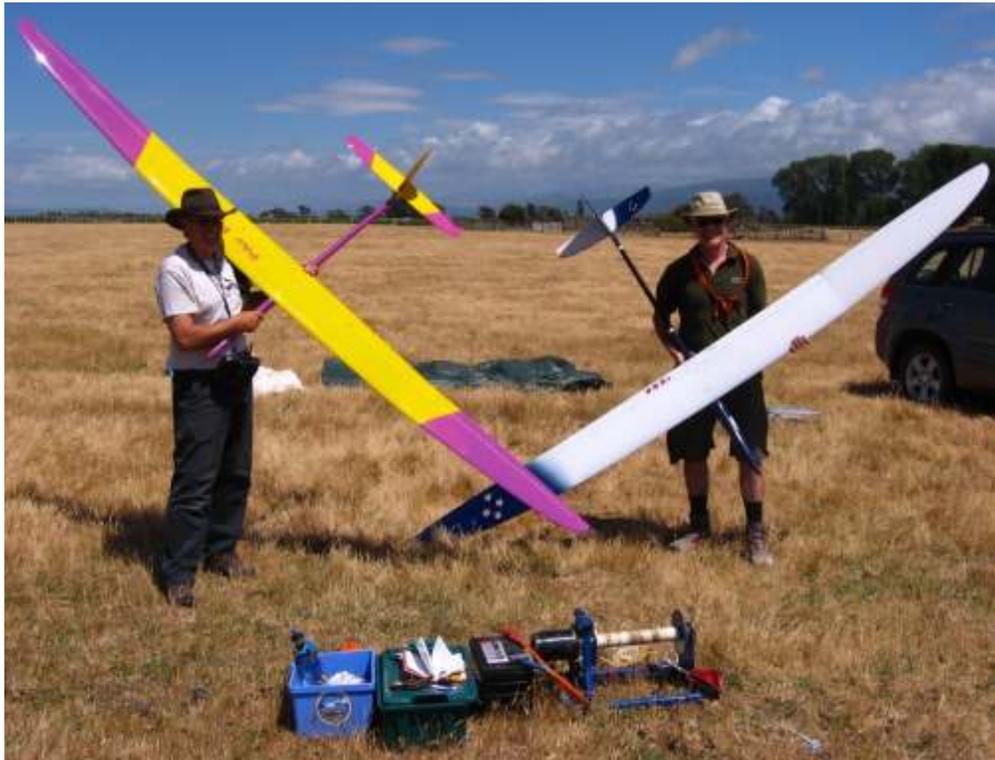
Scram now has electric, simple to replace the old OS40

Well I have now tested the electric Scram and she is a bit short on performance. The altimeter indicates just 780 feet in 20 seconds. It will have to do as I can't draw anymore amps for the pack allowed for this event. I did post some good times for the Vintage Leaders board run by the Vintage SIG but they were lift assisted. Let's hope there is some air about when I come to fly this class at the Nationals.

And finally --- the last NDC contest of the year. Pete Deacon and I fronted up for **Thermal J at Chaytors**. Al Baker was in Australia and Kelvin is no longer flying his big glider. We missed you guys.

It was a lovely day with a light South Easter which freshened later. Peter flew first and was hoping to do his 10 minutes first up. He had to bail out at 8 minutes though. The lift was illusive. My first flight wasn't looking good either until I hooked up a strong thermal down wind then circled in it way down wind to the limit of my eyes an a bit beyond. The 10 minutes came up OK. We both struggled with position of the sun directly in line with our launch point. This lead to Pete's demise on one launch. The model disappeared in the sun and reappeared coming down and sideways at great speed. He saved it though and made this his 2 minute flight. I got though my flights fairly comfortably but struggled to nail the landings, arriving a bit late and missing one altogether when the Perfect just seems to stop dead in the wind and landed short. We are starting to understand Chaytors in an Easterly now. There is often lift well forward over the plantation to the east and so it was this day. Pete found the elusive 10 minute flight on his last flight out over the plantation. It was a good flying session although neither of us did brilliantly. Our thanks to Ken McMillan, son Scott and friend Steve who came out to look and wound up retrieving lines and helping with timing.

This was a great work out for the club winch and battery. Both performed brilliantly. Remember, this is available any time anyone wants it; just give me a call 5791424. I keep the battery topped up with the new charger and it is loaded with line.



The last contest of the year, club winch in the foreground

Thermal J results 24 November

Position.	Competitor	Total
1	Allan Knox	2144
2	Peter Deacon	2066

Finally, I would like to thank all of you who have gone to the trouble of competing again this year. There are actually quite a few of you. Specifically, Allan Baker in Free Flight, Vintage and RC sailplane, Raz in vintage and 2 meter RC sailplane, Kelvin in RC sailplane, Dave and Ron in vintage Peter Deacon in sailplane, electric sailplane and hand launch glider That is a pretty good effort and I think we will finish up 2nd or 3rd in the country as a club so well done all.

I would also like to thank those of you who have given up time to help with timing. Carl, Dale and Karl come to mind in this regard. Thanks guys.

Merry Xmas everyone, see you all in the New Year.

Allan Knox

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 **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 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: 1st week of **February**, April, June, August, October, and December.

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