



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

February 2013

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

Over the Christmas break there was little happening on the committee front. The Model of the Year evening held early December was a good time for getting together of club members and although there were not a great deal of models in the competition, it was a pleasant evening. Congratulations to Allan Holdaway for winning with his fine model Thames steam tug Cervia. Well done to everyone who took part.

The Signal Box has been painted and awaits new posts and hand rails for the access stairs before we can fully utilize the building. Thanks again to Mark Taylor, Brent Coburn and the others who helped in the project. Use of the Taylor's scissor lift and cherry picker was a huge benefit and much appreciated.

The Club Room kitchen area has been repainted by Peter Holdaway and looks very smart. He has spent many hours cleaning, preparing and painting and his time and effort is very much appreciated. Peter has also repainted the entry and doors to the club rooms and this area also looks very smart. New vinyl has been laid in the kitchen area and this will improve the looks as well as being easier to maintain. Repairs to the sagging door frame were carried out by Peter but this will require further work in years to come as the underlying structure has been attacked by borer and dry rot and needs major work.

Arrangements for Heritage Day on Wednesday 6th Feb have occupied discussion. Our activities will follow similar format to other years with train rides, boat pond activities, static displays and sausage sizzle. We would appreciate as many members as possible turning up on the day to help, please, with train rides and station duties, manning the static displays, helping operate the sausage sizzle, and 3 people to take our turn on the gate /car park duties from 11 – 12am. We start at 8am by setting up a marquee and the displays in preparation for official opening at 10am. At the end of the day members are invited to stay on for an

evening meal together. The club will provide sausages and members are requested to bring salads to share.

A request, please, for any who can spare a couple of hours this coming Saturday morning to help prepare our area for Heritage Day. Overhanging shrubbery around raised & ground level tracks to be cut back, weeds and long grass to be removed around boat pond and other areas, grass cutting, club rooms to be set up for display and any other tidying jobs that need doing. Help would be appreciated, thank you. Ken McIntyre has been carrying out much of this work already, and this is really appreciated, but there is still much to be done.

The club financial year finishes at end of February and the AGM will be held late March / early April. Please consider whether you are willing and able to take an active part in running the Club in the Committee positions that need to be filled. On behalf of the Committee we wish each of you all the best for the year ahead and happy modelling.

Nigel

Boating Report

We have had some members who have not been too well recently and we wish you a speedy and full recovery.

The weather seems to have settled down a wee bit and I've had some good days at the pond.

I've been out in my shed in the last two months, firstly tidying it up so I could work in it then finishing the little 'Huntsman' that I started, sorting a new one meter yacht I got for xmas and starting on my MTB which I will build as 'Ferocity'. This is the same hull as Nick Fulton's Brave Borderer and is not an exact hull for the model but what I lack there I will make up for in fittings.



Now back to the Huntsman (Photo at left), this ran very well for a start and then got progressively slower. I put it down to battery power but when I checked the motor it was so hot it was not funny. I took it home and checked things a few days later only to find a seized motor which went on to completely fry the speed control. I now had a stuffed motor and speed

control, theoretically the fuse should have blown and saved everything! The motor when stalled draws 24amps, I had a 5amp fuse and it didn't blow, go work that one out. What I'm saying is check your fuses and make sure they are what they say they are. I hope to have both my fizz boats running on Heritage day and I might have the hull of the MTB running too.



I got this yacht from HobbyKing, glass hull, all fittings and servos installed. Just needed ballast added. After a disappointing first run and a few teething problems, mainly to do with keel weight and too much rudder throw, the one meter yacht it is now running very quickly and I'm a happy chappie.

Photo of Phantom

I did get a look at Allan Holdaway's new Coastal Defense boat he is building, still planking the hull but it will be another masterpiece I'm sure. Hope to have some photos soon.

At the pond recently was this schooner, Allan Fairweather has built it on a 'Marblehead' hull. It looks very good in a breeze.



Photo of Schooner

Heritage Day

We need as many boats for display and on the pond as we can get. If you can do either, please bring them along. We also need as many people to help run the day so again please if you can be there, even for a short time, come and give a hand. We will have a yacht course and a small steering course set up for the day. We want to keep interest happening on the pond all the time so there will be RC yacht racing, fizz boat racing around the yacht course (not at the same time!) pond yachts sailing and scale boats running. We would like to keep the seating free for the public so can you bring your own chair and any shade you may have. We need be running everything from one place so please can we all be in one place so we all know what's happening, not spread out around the pond. We can't all run all the time, we need someone to look after the boat display area and someone to hire out the pond yachts. You don't need to do it all the time but if you could take your turn let me know. We don't want the pond area cluttered up with cars either so get your boats there early then park your car away from the pond. It all starts at 10am and things need to be set up before that. I hope to be there at 8am and I will be there all day, Dave is coming from Nelson so he will be there all day also. Finishes at 4pm and there is a BBQ after so I hope some of you will be there.

See you Sunday or Heritage day

PG

Flying section Report.

Heritage Day (6th Feb) at Brayshaw is the big day of the year for MAMS (see more in reports above). If we could have a variety of model aircraft on display that would be good. We are getting the SBS bank Marquee again for an additional display area. The Marquee and displays will be set up between 8am and 10am on

Wednesday, if you can help out please do so. Public activities from 10am until 4pm, and BBQ for members afterward. I still require one more volunteer to help out on the gate or parking between 11am and 12, please give me a call if you can help with that (Carl on Ph 5780716). In addition, if members could attend and keep an eye on the displays and answer any questions the public may have regarding our hobby or the displays, it is our chance to show them a bit about our hobby. Indoor flying is continuing on the first Sunday each month, meet 6:45pm outside Woodbourne main gate. Numbers have been low lately; if you are interested please support this.

Slope soaring is continuing through the summer daylight saving time. Meet at the car park at the western end of the Wither hills walkway, again number taking part have been down a bit from last year.

Flying at Tuamarina has been going well although it has been quite windy for the past few months it seems to have calmed lately, a good time to get back out and get some flying hours in, and catch up with fellow members.

The Aerotow meeting at BMAC on 26th and 27th January was fantastic, more on that in Allan's report below. Well done to BMAC for hosting that, and MAMS members were involved as well.

At the aerotow meeting I did manage to damage my Giant big Stik, an act of supreme stupidity that I will share so no one else falls into the same trap.

I use JR radio with FrSky module and receiver, on my 15th tow of the day I had some minor control issues (watch the video <http://youtu.be/3-R5OeEgONc> Tow line caught on rudder horn, towline jerked out of the hook that I thought was rock solid) so I stopped and checked things out and did a range check. No faults could be found and the range check was good (engine running), so I went for a test flight. A few hundred feet up in the air all control was lost, the engine went to idle and the model did a curving right turn to hit the ground slightly nose down and tore the undercarriage out of the fuselage and broke the right wing and left tailplane.

The bits were recovered and we checked the batteries, switches, plugged everything in and the radio worked fine. It was not until that stage that I realised what I had done – **If you do a range check (reduced output) on 2.4G radio Never forget to switch back to normal mode before flying.** Even though my radio beeps in range check mode I had not noticed it, and when control was lost it still did not register (same effect as flying with the aerial down on conventional radio). Also it pays to set failsafe sensibly, especially throttle back, I hate to think where the model would have ended up if the throttle setting had held on full. There is another trap with the FrSky modules, the range check mode is selected by pressing a button on the back of the unit for 4 seconds, if you put your radio down this can be accidentally pressed putting the unit into range check mode, I have been meaning to put a guard over this button on mine.

More Aerotow video from onboard my tow plane at <http://youtu.be/f6r3RcGR0Ck>

Happy flying, keep it safe.

Carl M.

Allan's notes Feb 2013.

Hi, another year over and we are into it again.



and it just ate up the task maxing every round and the more challenging fly off. Cumulus was my first ever vintage model and it is still a great machine. The Lancer worked hard with no less than 3 events, winning Tex A and 2nd in Open Texaco but the wind spoilt Precision (3rd) when it came up short on flight time because of down elevator to stop being blown backwards. The little 1/2A Texaco Skipper continues to be a model of consistency with the little 049 Cox running like a Swiss watch and maxed out the rounds although the first flight was close. Sadly my Electric conversion of the Scram (in the picture above) was not competitive on the day. Just not enough grunt to get the climb height so I will need to rethink this class with something purpose built. Flew nice though.

My flying year started with the Nationals down in Darfield.

Would you believe it was the 65th Nationals, that is a lot of history. Blenheim hosted a couple too before the grapes arrived.

5 days of flying straight after New Year.

90 competitors flying every kind of model plane competition you can think off.

I flew 10 events, mostly vintage but also some glider and electric.

The weather had everything from high wind and rain to perfect sunny flying. We lost one day to rain and flew one that you wouldn't bother with if it were not the Nats. 15 to 23 knots of wind made Texaco A and Vintage precision pretty tough. By contrast, the IC vintage duration day was unbelievably good with huge lift making keeping the models low enough to see the problem. I flew the Cumulus in duration with the Saito 65 on full song

The best part of the Nats is catching up with so many old mates. Some of them I flew with as a kid when they were young adults. Great to see 70 and 80 year olds still going strong. John Ensoll, who won Champion of Champions at 82 is a case in point, but then he has always been one of the greats. Unfortunately John lost his beautiful New Ruler when the rudder servo jammed hard over on full power but, knowing John, it is probably already rebuilt and looks magnificent in red silk, his trademark finish.

Come the prize giving, I had the fun of lots of trips to the podium. This is still a novelty for me as I only get to Nats every 4 years or so when they are in the South Island. I have some silver to polish I guess.



Most satisfying was the National Decentralised Competition (NDC) result. This is the contest we contribute results to throughout the year. Well done guys, we were the third placed club. Christchurch MAC was first then New Plymouth second I think followed by good old MAMs in 3rd.

I retained my individual NDC trophy for another year too, which was my personal goal.

NDC Free flight 20 January

We are underway again. Sunday saw Al Baker and me out with our Free flight Hand Launch Gliders (HLGs or Chuckies) and our Catapult launched Gliders. The weather was great at Chaytor's with a gentle Easterly. Even so these little gliders can go a long way in a couple of minutes as they circle down wind. We both had issues with our automatic dethermalisers and even when they worked OK we still landed in the vineyard over half a Km down wind a couple of times. All part of the fun though and those long flights in good lift certainly helped our scores. These classes remain some of the cheapest competition modelling you can take part in and are technically challenging to get right but, most of all, are really good fun.



A man on a mission. Al Baker returning from another down wind retrieve

Results

Event 2 FF Catapult Glider

Allan Knox

Flt scores: 18, 32, 60, 60, 22, 28 = Total **220**.

Allan Baker

Flt scores: 28, 25, 33, 25, 20, 16 = Total **147**

Event 4 FF Hand Launch Glider

Allan Knox

Flt Scores: 21, 15, 40, 16, 60, 33 = Total **185**

Allan Baker

Flt Score: 18, 15, 60, 30, 14, 12 = Total **149**

Aero Tow Invitational Meeting. Blenheim 26th and 27th January.

What follows is the report I have drafted for Flier's World so it is not personalised to our club.

I can tell you though that a number of us participated or at least came along for a look. Pete Deacon, Carl Mc and I flew of course but Dale and Karl also had a go. Dale flying a gorgeous 2 meter electric and Karl had a ball in the very special slope conditions on Saturday, I don't think we have ever seen a flying wing fly so high. Others dropped by for a look like Al Baker and Mark Taylor and hopefully

some more of you too that I missed. Mark was particularly interested in the big engined tugs as he is building his 3 meter Pawnee.



A very happy Karl, awesome slope conditions on Saturday.

The first National Invitational Aero Tow meeting of the year went off brilliantly. Marlborough turned on beautiful weather both days, just a gentle north easterly and temperatures around the mid 20s. The Blenheim Model Aero Club's (BMAC) flying site in the picturesque Ara Vineyard was nicely prepared and is famous for great thermal lift year round. So it proved to be.

Seventeen pilots turned up on Saturday morning, all keen to get into it. Graham and Ken Rose and Ross Brinsley had made it down from Hawkes Bay with Bill Derency all the way from Tauranga. From Wellington, we had Woo (AKA Chris Norris) and family and Colin Taylor with Co-Pilot Max. A great effort Guys, thanks for coming and bring all those big composite beauties like an ASH 25 and 26, JS1s, Ventus and Discus well as more conventionally built Ka 8 and even a Fournier motor glider.



Setting up Saturday morning

Mr southern aero tow, Peter Hewson, turned up from Christchurch as well as Neal Blackie. Neal lost his fine 5 meter ASW 28 in cloud on Banks Peninsula recently but Pete leant him his DG300 to fly. Graham and Marlene Smithson came over from Nelson. Graham like the rest of us at Top of the South, is just getting into Aero Tow but he turned up with a very capable Beaver tug and a Fly Fly DG808. Locally we had Carl McMillan with his 53cc Big Stick which is the main stay of our local aero towing and Pete Deacon with his very authentic looking Piper Pawnee which is great for the smaller models. The main stay of the Tug fleet over the two days was Peter Hewson's impressive Pilatus though, always impressive for its power and efficiency.

Many of our locals turned up with electric sailplane, DHLGs, aero towed thermal soarers and I even had an electric vintage model. These all flew very compatibly with the big scale stuff.

Both days developed great lift, particularly up the valley toward the hills. Long flights became the order of the day and an informal contest developed for the longest flight with the winner taking home a bottle of Marlborough's finest.



A beautiful day

Not satisfied with the day, the visitors decided they wanted to go slope soaring in the late afternoon. By 5.00PM most of us were up on the hills of Meadow Bank station facing the gentle Easterly and with Blenheim and surrounding vineyards laid out before us. The lift was huge as the valley below gave up the day's heat. Models were

disappearing upward at great rate and I heard Colin say he had been flying with the brakes out for 20 minutes at one stage. Woo had fun doing high speed passes down into the valley seeing how low he could go with his smaller JS1. He would disappear down at great speed with the long scale wings flapping and flexing only to recover all his height instantly with a high speed pull-up into the strong lift. I personally had fun sloping my 80 inch Scram vintage model. I never needed to run the motor except to scare away a hawk that was shadowing it a little to close. I tried a loop and he ignored that but a brief burst of motor did the job.

We arranged an evening out at Dodson Street Bar and Restaurant, retired there about 7.00 PM and enjoyed a convivial evening of beer and German style food around the big refractory tables. (all for \$2.00 a head I'm told).

Sunday started much slower but we were soon back into absolutely beautiful thermally conditions. By now everyone had sorted out their favourite thermal hunting grounds and the longest flights were recorded on this day. Colin came out on top with a fine 48 minutes flight for the scale stuff . I think he had an advantage though with Co-Pilot Max's advice and a vario chatting away to him. I managed 57 minutes in the non scale and electric category with my old Alchemist Thermal Soarer suitably adapted to aero tow. This is a great way to use no longer competitive competition soarers.



5 meters of beautiful composite sailplane, vario and all.

By mid afternoon we packed up to let the Christchurch guys get away but this provided an opportunity for our Northern visitors to visit the world class Omaka Aviation Heritage Centre and see what Weta Workshop have done with Peter Jackson's WW1 aircraft and memorabilia. As many of you know, this is a wonderful museum and not to be missed.

You guessed it though, they still hadn't had enough. We all finished the day back up on the ridges of Meadow Bank (our thanks go Duncan Grigg for allowing

access to this great soaring site). Graham managed to spin his little moulded slopey down into the valley and loose it. It was very late when he finally found it. All an all a fantastic weekend of flying, endless lift and great company from friends new and old. I reckon I logged over 6 hours on the sticks and that would be typical of others.

BMAC were wonderful hosts as usual. Murray Herd did a great job feeding us off the BBQ ably assisted by Rex Ashwell and Guy Marfell (Marf) and others. Thanks so much guys and to your committee for their support, from all of us. Lots of members from both the locally clubs (MAMS and BMAC) dropped by for a look. I expect some of them will be there next time with models of their own.

Finally thanks to our hard working Tug pilots, Peter Hewson (Pilatus), Pete Deacon (Pawnee), Carl McMillan (Giant Big Stick, sadly in need of a rebuild) and Graham Smithson (Beaver).

Until next time....

Allan Knox



Woo (Chis Norris) with Kate and their kids. Chris is greater supporter of our Aero Towing here and I'm sure has inspired his northern friends come on down. He is a super modeller who scratch builds models like this, the smaller of his two JS1s.

Notice:

An invitation received from Nelson Model Aero Club (Note: you will need to be MFNZ members to fly there).

Keen NMAC float flying pilots are planning to fly on our Nile Road pond Sunday 24 February. The Nile Road pond is quite a large one and is suitable for both IC and electric float and seaplanes. Because of the sun and wind , flying is at its best in summer and in the morning. We will start flying at 9 o'clock. A kayak will be available as a rescue craft should it be needed.

If any of your members wish to join us they are most welcome.

Finding this pond is very easy. Take the inland coastal highway towards Motueka. Just past the old turn off to Mapua, turn left into Dominion Road. This turnoff is well signposted. Once on Dominion Rd. turn left at the "T" intersection and follow the sign to Nile Rd. A few hundred metres up Nile Rd you will find the pond on your right hand side.

Should your members need further information they can contact:

Dennis Heiford Ph 03 544 7469 or

Phil Jordan Ph 03 547 3459

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 \$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 **April** issue to the editor before the end of **March**.