



Piston 'n' Prop.

Newsletter

Marlborough Associated Modellers Society Inc.
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February 2014

Remember heritage day is coming up, 6th Feb 2014.

Committee Meeting notes for December & January

A warm welcome to Des Mulhern (aero), Ian Evans (aero & boats) and Colin Arlidge (boats) into membership.

The boat pond was again drained on 29th December but this turned to be quite a mission. Thanks again to those members who turned

out to help. The Council had repaired the drain outlet since our last effort but when we pulled the plug nothing happened. Eventually we dug up the repaired section of drain (which had been damaged when fibre optic cables were laid a while ago) and found that tree roots had found their way into the joints and had blocked the pipe. Once this was cleared the drain operated well but we had lost several hours in the process and while we were able to repair cracks around the pond, we did not have enough time to clean debris from the pond. The inlet water supply pipe was found to have been strangled by tree roots growing around it and when these were removed the inlet water flow improved immensely. The pond appears to be holding water satisfactorily now and is ready for Heritage Day on Thursday Feb 6th.

The **Model of the Year** evening on 10th December went very well although numbers attending were down and there were no aircraft on show. We were able to view several boats and engineering projects, both completed and in progress, and it was good to see what members had been busy constructing.



Graham Vercoe was awarded the trophy for his completed tank landing craft, which sails very well.



Philip Gibbison and Dave Mathieson also had very nice craft under construction and we look forward to seeing these completed in due course.



Ken McIntyre had his completed Tesla turbine powered locomotive and described the problems he had encountered during course of construction. It did not come up to some expectations in that it needed a lot more steam than the boiler could generate but works well otherwise.



Under construction was his 1/4 scale Gnome rotary aircraft engine, able to swing 22 - 24"prop. Construction has been a challenge but Ken is making a lovely job of the engine and was awarded the trophy for it. He was also awarded the overall Model of the Year trophy for his locomotive.

Heritage Day on Thursday February 6th is next on the programme and as this is our major fund raising effort for the year, the Committee would appreciate all the help we can get from members to ensure this is a successful day. Proceedings are from 10am to 4pm but we will be erecting the marquee at 8.30am. Format is the same as previous years with boats operating on the pond, train rides on raised and ground level tracks, static displays of models in the marquee by the pond and in the Clubrooms (could we have the displays of models in place by 9:30am please). We will be having BBQ sausages and drinks for sale as well. Morning and afternoon teas and light lunches will be available in the club rooms for members and in the evening around 6pm there will be a meal for members and families. The club will provide sausages and members are requested to bring salads, desserts to share and BYO drinks if desired.

We trust you all had a great time over the recent holiday period, in spite of the indifferent weather at times, and wish each of you and your families a successful and prosperous New Year.

Nigel Wood
Secretary

CANMOD 2014.

2nd TO 6th JAN 2014. Held at the CSMEE Grounds Halswell

Our Hosts the Canterbury Society of Model and Experimental Engineers (CSMEE) gave us a wonderful 6 days of Model Engineering. It was a great opportunity to meet like-minded people from all around the world. Many we have meet before but with a good number of first time people registering for this event. Meeting these overseas visitors gives us a good idea how we in NZ stand with in the world model-engineering scene. Listening to what our visitors say, we can hold our heads up high!

Day One; was registration day with activities well underway before my first cup of coffee. The registration desk made one welcome, always able to give information what ever we asked. (That is very helpful for visitors).. After being handed my Rally Pack and name tags. We were given a guided tour of the facilities by one of the organizers . There was a huge Marquee for meals each night, you could order a packed lunch if you wished. Tea, Coffee, and cold drinks were available all day. In the Marquee there was an Exhibition displaying new and old projects. A commercial shop had a display of kits, mostly plastic but some rather effective Balsa Boomerang Gliders were very popular with the father's with young ones in tow.

Our hosts had a good selection of Model Engineering Magazines for sale. There was a very good display of "Lego." The Meccano group also had a very good exhibit. Out side the Marquee was a small Gauge One track set for those who wished to use it.

The Road Vehicles; this year there was a good number in action about 12 and most where in steam during each day. A local member, George Johnston, had one of his 3" scale Fowler traction engines generating power for a "Merry Go Round" giving the toddlers rides. Win Holdaway from Blenheim had his magnificent 4"scale Burrell Showman's Engine, this engine attracted much interest during the Rally. The group of road vehicles made a road run from Halswell Park to the local Tavern which was very successful.



(4" scale Showmans' engine "Alius-Filia" built by Win Holdaway, Blenheim)



(3" scale Fowler traction engine and Merry-go-round. Built by George Johnston, Christchurch)

Boat Pond: had a good variety of R/C boats to interest most. Sadly the pond is exposed to the N.W. winds making life difficult for the small craft. One boat that took my eye was an open steam launch built by a local member; a very nice Rescue Launch was also on the water with much interest from those watching. and a couple of Yachts took to the water during the very windy day managing to hang in with some serious gust at times, thankfully we only had one day with the strong wind. A good display with some Rally Entrants from Dunedin adding to the flotilla.



(one of a good selection of scale boats on the pond)

The "Les Moore Trophy": Not a lot can be reported on this as the competition numbers were down on previous years. Although not a great entertainment this time ,however the light hearted banter was enjoyable.

On the tracks: well where can one start?. 80 locomotives made up of Diesel, Electric, small petrol powered, at a guess the largest proportion being Steam. Our Club was well represented on both ground and elevated tracks. The Coburn Family had two very nice 5"g Britannia's plus the NZR Super Q, It is nice to see family involvements in these events, hopefully with their young sons all goes well for the future of our clubs. Tom Hood had "Haggis" running but sadly before the end of the Rally Tom & Haggis parted, "Haggis" now has a new home in Christchurch, as does the Holdaway Phantom!

Ken McKintyre did many Ks per day with "Southern Belle" always one of the first on the track each day. One of our members (or supporter) Stuart Ward had the family 7¼ "g Henry 0-4-0 on the track most days.

There was a good number (6 or 7) of David Giles design "Phantom's" at the Rally all in varying disguise of early American locomotives, this design more than holds it's own against some of the larger engines, as watching the station loading & unloading gives one a good idea what is suited for busy passenger carrying, each day some 2 to 3 thousand passengers were carried.

The F7 American Diesel design that the Canterbury Society have running is a great asset for the carrying of passengers at these events. To mention all the loco's that were there would more than fill this newsletter a dozen times over. However the ground level 7¼ "g loco that stood out for me was NZR Ab class built by Bill Krippner what a magnificent model, it captures the real essence of model engineers perception and craft for me.

On the elevated track some very nice locomotives were in action notably the Late Colin Campbell's locos now cared for by his sons and grand son.

These wonderful forms of a true model engineers craft capture the very spirit of model engineering, all in 3½ "g. small they may be as apposed to the 7¼"g ones' however they run all day effortless carrying passengers.

The locomotive that stood out for me is the 3½"g NZR Fairlie S Class albeit a small locomotive it runs and performs a well as their wonderful Garratt.

At the end of the day there became a logistical effort by a couple of local members who found safe over night storage for 80 locos.

At the end of each day we were treated to a happy hour and a two course catered dinner. Some 230 sitting down for a meal.



(7¼" gauge NZR Ab Class, built by Bill Krippiner, Auckland)



(7¼" guage NZR Wa Class, built by Richard Lockett)



(3 1/2" gauge NZR Fairlie R Class, built by the late Colin Campbell, Canterbury)



(7 1/4" gauge Phantom, built by Mike Orange, Auckland)



(Scene night and morning. Just some of the ground level track and passenger trolleys)

CSMEE are to be congratulated on a great effort in organizing this event, Held at their new home at Halswell and a long with their building projects and commitments a job well done. www.csmee.org.nz

Thank you for a great week of model engineering.

MICRIS FIDELIS

Peter Holdaway.

Boating Report

We have had a busy time lately with model of the year, pond maintenance and our favourite pastime, boating.

Thank you to the members who came to the model of the year night and to those who bought a project along. The boating section was well represented. It was great to see what is and has been happening in members' workshops. Thanks to Dave who came all the way from Nelson for the evening. I have enclosed some photos of the night.(see above)

I am happy to say the pond is now repaired, all the leaks have been plugged, it's pretty much clean and holding water, the drain is clear and works well, the brickwork around the harbour has been leveled and the inlet flow is working again. It was another big day and a job well done, thank you to all who helped.

We have had some good sailing days lately and having the pond full so all the yachts can sail is really good. I have managed to get two of the Picton yachts working so far, they sail very well and seem evenly matched. The yachts all have issues though not necessarily the same ones, most need new sheets from the booms to the servo, resealing of the main hatch, a little bit of work on the booms and sails and of course the keels shortened and new bulbs made. One needs a new rudder shaft and tube fitted as the original has corroded. Some will need new radio gear unless anyone has any redundant servos or radio gear. I have 4 Futaba 29 meg radios that work but no receivers.



Here is a photo of the two yachts on the pond and one of the latest sailing day.

We have had some small Pond Yachts from Christchurch donated to the club, they are quite cute. Alan Fairweather has repaired the sails so we will see how they go on their first outing on Heritage day.

Heritage Day.

I'm not able to be there on the day so can those who are there please work together so everyone gets to look after something during the day. We are setting up early in the morning so if you can help please be there. If you have models for display or to use during the day please get them there by 9.30am. If possible can you do a card with relevant information about the model, ie name, how it was built, powered by etc. for models on display.

We do expect a lot of people there so NO cars should be parked in the pond area. Someone needs to be in the tent area to keep an eye on things and to answer questions (this is where the info cards on your models will help). We also need someone to look after the hiring of the Pond Yachts and to keep track of the money. While we don't want grumpy members growling at people we don't want people abusing our models either so please be firm but fair.

There will be a bbq after for all members and family to attend, details elsewhere in the newsletter.

List of things to do

Put up marquee, set up tables, set up models for display in both the Clubhouse & marquee. Set up umbrellas / gazebo, would be a good idea to tie the umbrellas to the seats, we don't want any accidents. get pond yachts ready for hire. Set up buoys in pond, have separate area for scale models. Keep an eye out for unruly behavior. Take your turn at doing something during the day, being in the marquee or hiring yachts. This all needs to be put away at the end of the day so don't disappear too early. Anything left behind just put in the club house, we'll sort it later.

Thank you for your help, have a fun day

Philip

Flying Section report.

Heritage Day is the 6th February at Brayshaw Park (open to the public from 10am to 4 pm). This is MAMS biggest day for the year and our biggest money earner, with trains running, boat operating (and Pond Yachts for hire) and a sausage sizzle. It is also a great opportunity to show off our hobby to the public, with models on display in the clubrooms and a Marquee we borrow for the day. Flying section members can contribute by putting models on display and by being present to keep an eye on the displays and explain to the public a bit about what we do. If you are putting models on display could you please have them in place by 9:30am (before the public arrive), and put a notice with them with a bit of information about them please. If anyone is available early, at 8:30am, to help put up the Marquee by the boat pond that would also be good.

There will be a BBQ afterward for members and families, see notices earlier in the newsletter.

Out at the Field. One of the Gang-mowers is broken, the rear left one, and it's drive has been disengaged and it has be lifted up off the ground. The bar supporting the lower blade broke, it may be weldable, if anyone could help repair it

please let me know. (other mowers are still useable). The field, or most of it, is surprisingly green for this time of year and is still growing reasonably well. The weather has been very changeable lately and members are taking the opportunity to get out and fly whenever the weather and time permits, as the weather has not been suitable on many of the club days. We did have a visitor from Manakau Model aeroclub (I think) come and fly with us one Sunday, but unfortunately conditions were not very nice (northerly) and did not get much flying. Slope soaring on Wednesdays has only had a few staunch supporters this year and the weather has not been very helpful, a few times we have been able to get some flying in but lift has been very light and patchy so it has not been easy to stay airborne. Even the best day when it was easy to stay up the lift was too light to do much in the way of aerobatics or playing around (electric gliders have advantages). Some of the guys have been up the slopes in the weekends and got some good flying in

Allan has finished and flown his scale SHK glider (and it only took 10 months), see the club website "aircraft projects" page (and Allan's report below), it is a marvellous machine and he should be very pleased and proud, well done Allan. The Aerotow meeting in the Waihopai valley on 25th January went very well, more on that in Allan's report below. The Giant Big-Stik went well, it towed Allan's 5 metre span SHK Glider up to 1350 feet in 1 minute, not bad going (it may have had a little help from a thermal).

If anyone has a project they are working on and are willing to share please send me some info and photos and I will gladly put it on our website projects page. MAMS AGM will be coming up in April, if anyone would like to be on the committee (or head the flying section) or would like to nominate anyone, have a think about it over the next couple of months.

Fly safely, have fun.

Carl M.

Allan's Report Jan 2014.

Well here we are again with another great year of flying in prospect. Another NDC season of vintage and sailplane flying. Last years results have been confirmed and I get to keep the cup. The club will have placed well too. Thanks so much to all of you who supported NDC flying last year. I really appreciate it.

I missed the Nationals at Xmas. Family time. They went OK I hear. Vintage was very well supported and got all its events in despite the wind. Hamilton Club won the Nats and they are hosting next year in Matamata. Good venues and handy for a lot of northerners.



Our first event this year was the first of the Blenheim area aero tow meetings. We started Friday afternoon up on the Meadow Bank slopes then moved to flat field on Saturday.

We lost Sundays flying to the rain but I don't think anyone lacked for flying time on the previous days. Again the mix of slope and flat field proved popular. I think I personally had about 5 hours in the air across the 2 days and the rust is well and truly out of my thumbs.

The new site up the Waihopi that Peter Deacon found for us is perfect. A huge clear area and massive runway. A NOTAM cleared us to 1500 feet. The adjacent hills will be fantastic in the afternoon easterly that we get here often. They are in reach of the field and we will be able to ride the ridges all day from the flat. I look forward to that one day.

Special for me was seeing John Shaw's beautiful big glass ship complete with up and go system and Dave Griffins large ASW22. Dave, being the ace pilot he is, treated us to some high speed passes and aeros down low with the 22. The energy retention is impressive with these super slick high aspect ratio models. The tugs were amazing at this meeting. For a start there were so many of them and beautifully turned out. When you think Alex Taylor scratch built his 42% Pawnee in 6 months you have to be impressed. The picture of it with young Casey standing behind really shows how big this thing is. It has a 170cc motor I think and can tow anything. Quiet too as Alex has put real effort into silencing and keeping prop tip speed down. Well done mate. Carl did some towing with the Big Stick and proved the point that you don't need a huge tug when he towed my 5m SHK

effortlessly to 1350 feet. I always feel safe with Carl towing, he is very consistent and you know his model is well maintained.



It wasn't all about big models though. There were lots of little ones and smaller tugs too. Even Rex's Fun Cub. The crew from Nelson had fun behind Graham Smithson's Beaver. There were non scale models towing up too. Ken McMillan's Sting and Peter Graham's Joustler (ex Paul Lagan) flew well. Ken posted just short of a 30 minute flight in the morning lift.

Paul Chisholm brought along a 2 meter foam Ka8 that looked very nice in the air. The Fish family from Waimate all turned up and it was nice to meet them. Steve flew but damaged his big Minimoa. I'm sure it can be fixed with a new joiner. Steve, as you may know, ran the successful Waimate aero tow event recently. We did have a flier from the north. Vic came down from Hawkes Bay and will no doubt be flying again this weekend at the aero tow there. He got a bottle of Marlborough's finest for making the effort as did Alex all the way from Southland. Thanks to Paul Chisholm and Dave Griffin for donating the wine. As usual we gathered at the Dodson Street restaurant and brewery on Saturday night for some great German nosh and their fine beers. Very convivial. Great to see some of the better halves along too.

I didn't see many MAMS members out for a look but some stalwarts from BMAC set themselves up in the shade to watch proceedings on Saturday. Good to see you along.

Thanks to Ross, our farmer, for the generous use of his land. He took us very much on trust as this is the first time he has had any dealings with the local clubs. Hopefully we will fly there again at the next invitational in July. We hope to see you all then.

PS Thanks especially to Peter Deacon for making all this happen again. Great organising Pete.



The SHK got finished over the Xmas break.

Our summer aero tow was a great chance to get to know the SHK properly. Carl and Ken came out with me for the first test flights on 2nd of January and she went great right away. Just 6 clicks of elevator trim and she tracked spot on too. Carl's video of the first flights is here....

<http://www.youtube.com/watch?v=Kp1hf1lmj64&feature=youtu.be>

Since then I have done some tuning to dial in the brakes, move the CG back and get the control responses as I like them.

Saturday at the aero tow was magnificent with regular thermals rolling through. I have about 2.5 hours flying time now with the longest flight of 55mins 56 seconds. That was late on Saturday morning and used 7 different thermal climbs. There was strong sink in between them at times but the model bridges these easily on the way back up wind to pick up the next ride up into the blue. A number of people remarked how easy the model is to see. The tug pilots were chickening out before I got concerned about visibility. That dark underside and wide root chord really stands out as I hoped it would. It let me circle a very long way down wind with the lift to the point where I feared for my radio range at times. (FRSky 2.4 in a JR 9X2) A couple of times I needed to loose height and had fun testing the high speed end of the envelope along with some big loops and rolls. No sign of flutter and great energy retention. Rolls are slow though.

Landings have improved too. We had 1/2 a Km of runway so no trouble with long

flat approaches. The roll out tracks well.

You can see I'm delighted with the SHK, well worth the 10 months of effort and of course it was cheap built this way.

My thanks go to Daniel M for sourcing all my glass and resin as well as clear coat. Getting these at trade price really helps the budget. He helped with the hot wire too. Pete D did a great job on the clear canopy with his kitchen oven and home made vacuum box. Wendy, my better half, did a great job of dressing Doug the pilot. Neal Blackie, my mate down in CHCH, computer cut the cores. These were a great foundation for the all important wing. I also appreciated those of you who dropped by during the build and offered words of encouragement. You need support to keep going on a big build like this.

Another build has been progressing with spectacular results. MarkTaylor's big 3m Pawnee tug is in final assembly and looking resplendent in yellow paint and blue trim. The big 110cc twin has been run. As some of you may know, Mark has been pretty crook but he has soldiered on and will soon have this very fine model completed. I'm looking forward to the test and cert stage of this one. It is a large scale model by virtue of that big engine. Will be an awesome tug.

Now.... what shall I build next??? Actually it is time to do some repairs and tool up with some serious electric soarers for the ALES events this year. I have an awesome state of the art Onyx competition sailplane that needs repairs and I plan to build an electric fuse for it. I would also like to make something of the remains of Kelvin's old Superior glider for Ken too. Just have to patch the wing centre section and fuse, make some new tips and throw in a motor.

NDC next month has both vintage and sailplane events to look forward to. Call me if you want to come along. 021747950.

Onwards.....

FOR SALE:

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 **MFNZ** (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.

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.

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