



# *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](http://www.mams.org.nz)

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If Clubs or members currently receiving this Newsletter by mail could receive it by email please let me know [carlmcmillan@ihug.co.nz](mailto:carlmcmillan@ihug.co.nz)

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**June 2012**

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**Reminder: Members, MAMS Subs are now due.**  
**MFNZ Members, MFNZ affiliation Fee is now due**

**Notes from recent Committee meetings**

In May the new committee met for first time since AGM and it's great to have additional members to help in running of club's activities. Some matters are still to be commenced, such as installing the kitchen bench unit and signal box renovations, but these will be addressed when warmer weather comes again. The Flying Section had an open day flying on April 22 to celebrate the opening of the new site and a good time was had by all who attended. Slope soaring has finished

or the winter months but indoor flying at Woodbourne gym have recommenced. Trials of pool chlorine in the boating pond have commenced but it is too early to judge the success or otherwise. Some method of dispersing the mixture throughout the pond will need to be developed. Some grounds maintenance has been carried out. Train running days have had fair public attendance with fine weather to enjoy. Siting of the old Tuamarina Church in the Park has given rise to much discussion and consideration in connection with the recently produced Pocock Park Development Plan. This has been ongoing for some time. We discussed the signal box briefly and what should be done with it. Further assessment and work commencement will take place in spring. We have had the offer of scissor lifts to reach the roof & upper levels and this will remove the need to expensive scaffolding hire over an extended period. Margaret Brake advised she would not be able to carry on with ticket box duties on a regular basis after having shared these duties over past 14 years. A big thank you to Margaret and to Marguerite for their dedication and support over many years. We do appreciate the help our wives give in the pursuit of our hobby.

### **Notes from May Steam Section Meeting:**

6 members attended this evening and had a good time of conversation and fellowship.

Mark and Geoff Taylor had been learning to use their CNC lathe in the production of 300 or so adjustable feet and Mark had samples to show. Turning 304 stainless with carbide tip tools has been a learning time and initial results included finding that cutting at regular speeds and feeds took a long time with much tool wear. Operations eventually developed to include turning at high speeds, plenty of lubricant and increased cut depth which meant less passes, shorter production time and better tool life. It was interesting to hear about experiences with CNC lathes.

Ken McIntyre had inherited a beading roller dated 18 June 1869, made in USA, He had cleaned the machine up and found it in very good condition. He fabricated a set of rollers with different profiles and had samples of the effects produced. Probably won't be used much but interesting nonetheless.

Tom Hood showed the rear corner section of his Dart loco that he had formed. He had made a substantial metal former to beat the metal over with many heatings to anneal the copper and the resulting section was very pleasing.

Ken advised that the Boiler Codes for copper & steel boilers had been updated.

### **Boating Report**

I haven't been boating myself lately but the regular few have been at the pond. The pond seems to be holding water ok and the algae has slowed down. Leaves are the big intruder in the pond at the moment along with the resident ducks. The

leaves we can't do much about but if someone has ideas of how to deter the ducks please share them as they are making quite a mess around the pond. The steering competition will be the next event at the pond closely followed by the pond cleaning. Will keep you informed of dates.



I have a photo of Phil Weir's new electric hydro he is building. Built to his usual high standards, it's not a big boat by any means but will probably be too quick for the pond unless it's tethered which is something he may try. I want to be there when it happens.

Allan Fairweather has made new sails for his yacht he recently got and says it goes very well. It's a good size yacht for the

pond and seems to move with the slightest puff.

Two photos of Nick Fulton's "Brave Borderer". We showed it in the last newsletter but it is now completed, built by Dave Matthieson. Built on a fibreglass hull, 1.2m loa & 300mm beam, 12v motor, single shaft, working radar, 2 channel RC. Nick is very happy with the boat and will spend many hours enjoying it.



PG

## **Flying section report**

The Open day on 29<sup>th</sup> April went well and the forecast gale force winds stayed away. We had great support from the BMAC club, I think there were more of their members there than our own. Unfortunately there was a breakdown of communication and the Nelson MAC members did not get the invitation and only one member turned up. We also had one flyer from Hawera. As it was the parking area was full from the caravan to the toilet.

The wind was very changeable but there was plenty of flying to see from a bit after 8:30am until about 1 pm with some nice flying displays from our own members and especially by the visiting flyers. With the weather the way it was a few of the more precious models were kept on the ground and most of the flying aircraft were foamies and electrics of all shapes and sizes.

The flying was enjoyable to watch with no major incidents or crashes which is a credit to everyone involved.

The indoor flying session on 6<sup>th</sup> May went well with about 10 people attending, with a mix of fixed wing and helicopters.

June's indoor flying session was postponed until 10<sup>th</sup> June. Meet at the carpark outside Woodbourne Main Gate (turn left at the airport roundabout and the park is on the left) at 6:45pm, where we meet up with Allan to head to the Gym as a group. The aerotow meeting at BMAC flying site on the 26<sup>th</sup> June was a great success and it was a huge pleasure to be involved with. It is the first time I have had the chance to see models of this scale and quality in real life, brilliant stuff.

I was flying my Giant big stick as one of the Tow Planes and it was a busy day. There were no incidents or damage to any models. I towed models varying from 2.5 metre Hobby King ARF's up to huge 1/3 rd scale masterpieces. Pilots experience varied from first time on aerotow to old masters (they were very reassuring and helpful to me being a novice tow pilot).

During the day I used over three litres of fuel (petrol), practically drained two transmitter battery packs and had to recharge the onboard batteries a couple of times (lunch break was a brief chance to recharge packs). It seemed like I was forever refuelling but still managed to run out of fuel twice in the air, luckily on the way down after the gliders released. Sunday's session was cancelled due to weather and we went to have a look at Star hill by Seddon for some slope soaring but the weather was pretty miserable and only one was game enough to have a brief flight. So we adjourned to the café at Seddon for a coffee, a chat, and watch a slide show and videos of the weekend event. A very friendly and dedicate bunch of aero modellers. (a bit more about this in Allan's report)

Allan is preparing a Wings badge theory training and exam session, the intention is to get everyone up to MFNZ Wings Badge level and get tested on the theory/oral part of the wings badge. We will have an evening session at the club rooms at a date yet to be decided. Then those requiring the a flight test can arrange that when they are ready. The theory evening would also be useful

revision for those that have had their wings badge for some time, and a chance for them to share their knowledge and experience with the newer members.

Carl M.

### **Allan's Report April May 2012**

April provided lots of NDC flying.

Pete Deacon and I flew Thermal B on the 14<sup>th</sup> at Chaytor's. All our flying days at Chaytors are open to anyone who wants come and fly any sort of glider or electric sailplane. Carl Mc, Rex H and Phillip G came out and had a play with us this month.

Pete has been using my old Kiwicon for thermal events and made the most of indifferent conditions. This event ideally requires 10 minute flights but we could only manage one of these each in the 3 preliminary rounds. We both had enough points to Max out (Maximum possible score) though so moved on to the fly off round. This is where Pete won the event with a sold 10 minute flight. I could only manage 6 minutes with my Icon.

Well done Peter, good skills.

Results Thermal B

1	Peter Deacon	550
2	Allan Knox	520

We were back at Chaytor's the next weekend too. This time there was a heap of flying to get through. Pete and I were joined by Al Baker and Carl Mc turned up too.

Al and I started with a couple of free flight classes as we both love the challenge of making these cheap little gliders perform. Fortunately there is enough open space at Chaytor's for them even with the catabatic westerly breeze draining the valley. I could write pages about these models. These days they weigh around 30 grams and have Carbon tube fuselages and viscous timers to dethermalise them and bring them down after the 60 second Max. Both of us have old men's chuck glider arms these days but there was a time when 45 seconds could be done consistently in dead air. We flew Hand Launch Glider (Chucky) and Catapult glider. Catapult gliders are great as they are launched with a standardised rubber catapult assuring every one gets the same launch energy. Great for the weak of Arm.

Al won HLG and I won Cat after he broke his model. Thanks Carl and Pete for helping with timing.



Allan with “Hangover” HLG and the “CataMax” Catapult glider.

### Results of HLG

Allan Baker Flights: 14, 27, 52, 19, 20, 20 Total = **152**

Allan Knox Flights: 21, 23, 27, 33, 24, 13 Total = **141**

### Results of Catapult Glider

Allan Knox Flights: 23, 60(Max), 30, 34, 28, 30 Total = **205**

Allan Baker Flights: 45, 23, 15, 24 Total = **107**

We then moved on to Thermal D R/C Sailplane. The wind was dropping off as the valley warmed so we set up the winch to the Nor West and got into it. Lift was hard to come by but there was air about. I used my Pike Perfect, my best model, and it did help as I was able to make both the 8 minute flights. Pete got really close too with the Kiwicon despite its age and heavy weight. Al was not so lucky with his lovely Muller Eclipse. The event rewards landing precision and the Perfect is good in this area too with its big brakes and great stability. With one winch, we had to take turns so it took a while and it was around mid day when we finished.

### Results Class D R/C Glider

1	Allan Knox	1492
2	Peter Deacon	1352
3	Allan Baker	1255

At this point the weather was beautiful. Calm and sunny so Al and I moved on to Vintage Texaco A. This is a fuel economy event and we both have ideal models for this using lovely old OS20 four strokes that sip the little Humbrol paint tin tank of fuel very fugally. They need too because you need the engine to run most of the 10 minute flight while climbing slowly to altitude. We both realised the best way to watch the flights was flat on our backs, being careful not to lie in the Cow sh\*t of course. But for an early engine cut on his first flight, Al would have won this event easily. As it was, we finished very close with just 2 points separating us. It was

great to see his Goldberg Zipper living up to its potential, Al scoring on all 3 of his spot landings. Better than I managed. We missed having Raz at this one. He would have done well I'm sure.



Allan Baker lying down on the job. The best way to watch a very high Texaco model directly overhead.

Allan Knox

Lancer 45, 1938, Age bonus 12 points

Flight 1	13 min 21 sec	land 20		= 620 (Max)
Flight 2	12 min 41 secs	land 0	Age 12	= 612
Flight 3	11 min 12 sec	land 20		= 620 (max)
<b>TOTAL = 1852</b>				

Allan Baker

Goldberg Zipper, 1939, Age Bonus 11 points

Flight 1	9 min 39 sec	land 20	Age 11	= 610
Flight 2	12 min 21 secs	land 20		= 620 (Max)
Flight 3	13 min 40 sec	land 20		= 620 (max)
<b>TOTAL = 1850</b>				

We packed up about 2.00 PM having had a lot of flying and I'm sure we contributed a heap of points to the club total for the year.

And so to May..... On the 20 th we flew R/C HLG with those amazing discus launched 60 inch R/C gliders. Pete, Al and I fronted up at Chaytor's. Pete has been flying this sort of glider every week around his home and his near new Viper is starting to show some wear. A good sign. The conditions were the typical westerly morning breeze and very little lift to be had. Pete now has a great launch and was getting more height than Al or me. He won every round by a good margin and showed his lift reading and flying are excellent too. He finished with another good win. Well done Pete.

R/C HLG results

	R1	R2	R3	R4	Total
Peter Deacon	558	471	549	307	<b>1885</b>
Allan Knox	532	443	543	242	<b>1760</b>
Allan Baker	448	309	470	237	<b>1464</b>



Peter with the victorious Viper and Carl holding his latest from Hobby King. CG has been moved back and now it is going very well. And finally, our first Invitational Aero Tow event here in Blenheim. This was held the last weekend of April at the BMAC ARA site. We thank them for hosting us. Their long runway and great thermal air are better suited than our own strip unfortunately. We had visitors from Wellington and

Christchurch so this was pretty special. The weather played ball on Saturday and we were treated to the wonderful sight of large elegant sailplanes being towed aloft then released to go off and chase the lift before finishing their flights with a graceful swoop down to the runway with brakes and wheel extended. Carl's Big Stick and Peter Hewson's Porter did over 60 tows between them and burn 6 litres of fuel. Pete Deacon did some tows with his Pawnee as well but it was down on its usual power. Pete has that sorted now. Sailplane wise we had everything from 2.6 m Hobby King ASW28-18s through to a 25 pound Grob 103 and many other beautiful large sailplanes, either scratch built or ARFs. Despite the cold grey day there was lift, Pete D and Bob McGrath decided to terminate their thermal flights after ½ an hour and come on down for Lunch. These two guys won the bottles of wine for the longest flights of the day in the scale and non-scale category. Just a fun contest.

Sunday blew and rained out so we retreated to the Café and went through our photos and video before our visitors departed for home with promises of doing it all again.

Personally I can't wait. Now... where did I put those plans? I need to build one of these things.

PS I think only Rex Handley from our club came out and had a look. It was great to see his real enthusiasm and pleasure. I'm really surprised and perhaps a little disappointed we didn't see more of you. You know, you can join in with this great scene with just a \$100 Hobby King ASW28 and they are in stock right now.



Some of us got together for beer and Pisa on Saturday night. Left to right: Peter Hewson, Russell, Rex Ashwell, Peter Deacon, Chris Norris (Woo), Gordon MacArthur, Bob McGrath.



Neal Blackie gets Woo's fabulous scratch built JS1 one under way behind Carl's tug.



JS 1 on approach. Over 5 meters wing span.



Bob's very authentic looking vintage glider and a fine flier.



Peter Hewson's Discus touches down.



The hard working Hewson Tug. (Scale Pilatus PC-6)



The Wellington Guys models packed up.  
(Six models in the van I think)



Models being rigged

**Coming events.**

NDC Events that will be flown over the next 2 months are:-

June

- Thermal A R/C Glider

July

- Vintage R/C Precision twice
- Vintage 1/2A Texaco Scale
- E2 electric sailplane
- Thermal B R/C Glider
- Slope distance class F if there is any interest

Christchurch club have there Annual rally on July 7<sup>th</sup> if anyone is keen.

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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 **31<sup>st</sup> 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: 1<sup>st</sup> week of February, April, June, **August**, October, and December.

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