



Piston 'n' Prop.

Newsletter

**Marlborough Associated Modellers Society Inc.
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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

June 2013

Reminder – Subs are due, for those who have not yet paid.

MAMS Website: I have taken on the task of maintaining the MAMS Website after Kelvin Maffey, who got it up and running (Thanks Kelvin), has resigned. I will need help from members to improve the site so it can be helpful for us and informative for the public. The site should let people know about MAMS, where we are, what we do, what we offer the public, how people can get involved and join MAMS, what they need to know to get started in engineering or boating or flying etc.

So far I have added the Newsletter page to the site and will post each newsletter there. The Aircraft section and Aircraft projects pages have been updated, thanks Allan for giving me some details on your latest project for that.

I would like to update the Home page and Boating and Engineering pages as well, but would like information from members to do so.

Could engineering section members supply me with information about the train tracks, the trains (what kind of trains, how they work, how they are built etc), train rides, ticketing, operating trains (the fact boilers are certified, are drivers licensed? Etc), or any train building projects past or present. Photos showing what you do. Could the boating section members give me information about the boat pond, the boats they run, how they work, how they are made, building projects, how to get involved, and some photos.

If any flyers have anything of interest, projects or comments please let me know. I would welcome any feedback regarding the site, good or bad, but hopefully constructive criticism.

Carl McMillan (carlmcmillan@jhug.co.nz)

Notes from recent Committee meetings

At the recent Annual General Meeting on 9th April the following positions were filled by election:

Patron – the office of Mayor of Blenheim (Mr. A. Sowman)

President – Philip Gibbison

Vice President – Brent Coburn

Treasurer – Tom Hood

Secretary – Nigel Wood

Committee – Mark Taylor

Carl McMillan

Allan Knox

Brayshaw Heritage Park Representative – Tom Hood

Deputy Rep - Nigel Wood

Honorary Solicitor – P. Radich

Honorary Auditor – Don manning

Newsletter Editor/ Website Master – Carl McMillan

Librarian – Lloyd Taylor

Recording Officer – Allan Knox

MEANZ Representative – Brent Coburn

Boiler Committee – K. McIntyre, R. Handley, W. Holdaway, N. Wood

Life Membership – N. Wood

Many thanks to those members who have served the Society in different ways over the past year. Without your support and encouragement the club would not operate successfully.

Subscriptions remain the same as last year and payment of these as soon as possible would be appreciated and should be made to Tom Hood or directly into the Society Bank account at SBS (annotated as annual subscription, please)

Thanks to those of you who have contributed photos and material to Peter Holdaway for inclusion in the Club History he is compiling. It will be good to see the finished production in due course.

We welcome recent members to the Society and trust your time with us will be enjoyable and profitable in terms of friendship and pursuit of your leisure activities. Jason Gazzard, Keith Brown, Jamie Spence, Mark Dix, Bill Henson, Matt Saunders, Chris Matthews and Alistair Heberd have been accepted into membership.

The Signal Box stairs and hand railings are in progress. Peter Holdaway has been repainting raised track steaming bay rails. Grass and weeds at the Park and at Tuamarina flying site are still growing, although noticeably slower than of recent months and we thank those who keep these areas under control.

There is a leak in the boat pond which will need attention and repair before too long. The extent of damage and method of repair need to be determined.

Civil Aviation Authority have approved a designated danger area NZD629 around the flying site at Tuamarina. Model aircraft operation must remain clear of the Woodbourne control zone and must not be above 1000 ft AMSL.

Nigel

Steam Section Meeting notes

16th April 2013 was a wet evening but 6 members braved the elements for a pleasant evening of discussion and fellowship.

Ken McIntyre has been working on his experimental Tesla turbine powered Sweet Pea and had it operating under steam. It has done one circuit of the raised track but not quite enough torque to climb gradient. He will investigate altered gearing for the chain drive & try 16 or 18 teeth sprockets to let turbine rev higher and increase torque availability. The support shaft bearing for the gear drive had failed and needs replacement/modification. He has put twisty strips in the larger unused superheater tubes in boiler to slow down gas flow which will help keep more heat in the firebox.

Ken has checked and lubricated the ground level track points and had a general tidy up around the workshop.

Mark Taylor brought along various tubes and plates for his Duplex Boiler being constructed under the new code.

Brent Coburn reported on aspects of the recent MEANZ Special General Meeting held in Wellington on 13th April and some implications of how the Amusement Devices Regulations will affect operations of model engineering clubs around New Zealand.. 27 clubs in NZ. 14 clubs have applied for registration and 2 clubs received registration applications back for more information on locomotives and rolling stock in use. Concern was voiced that the facility should be registered – not to include locos and carriages as this will affect members visiting other clubs. More negotiations between MEANZ and Dept of Labour are required and we will leave registration application until matters sorted out. The new Duplex Boiler Code has not yet been approved by NZ MoBIE (?) (Ministry of Health & Safety) and individual members of Manukau Live Steamers are getting the code reviewed by independent engineers at their own expense. Hopefully this situation will be resolved and the code approved in the near future.

Brent had a section of aircraft propeller blade from which he intends fabricating parts for a four cylinder 4-stroke engine to power his fishing boat model. He wished to know what the particular aluminium alloy the prop blade was made from and the metal's characteristics.

The meeting on 21st May was attended by 7 members and a number of projects under construction were on the table.

Mark Taylor had a requirement for two vee blocks to support a shaft and had machined these from solid steel. He had also made a very nice replica of the landing gear retraction unit for Allan Knox's glider and commented how easy the aircraft grade aluminium alloy was to machine.

Ken McIntyre had made modified gearing for his turbine loco which has made an improvement in operation but is now looking at blast nozzle sizes as this appears to affect operation of the turbine in unexpected ways. He observed that the fire was burning at the forward end of the grate in the firebox and has fitted a baffle beneath the grate which has resulted in the fire being more evenly distributed. The baffle affects the flow of inlet air from the Sweet Pea firebox vent door. More laps of the raised track have been clocked up.

Nigel Wood had the detachable coal bunker from his Sweet Pea which is under construction.

Bill Ward had the chassis with running gear of his 3 ½" Juliette to show progress. He had been having problems with motion clearances and part dimensions and discussion with a member from another club had been very helpful. The motion is still very tight and needs more work. Bill also brought along a very elegant trammel he had made to help set centres accurately.

John Neal brought a number of old Junior Mechanics & Electricity magazines and hand books dating from World War 1 era that had been donated by John & Robyn Cuddon for our library. These magazines were the fore-runner of Model Engineer magazines and look very interesting.

Geoff Taylor commented he had been looking again at his partly built Garratt locomotive and was trying to interpret the designer's intentions because the plans supplied were incomplete. He was trying to determine the dimensional envelope and location of the boiler because of the need to get sufficient room in the cab for the driver's feet. The locomotive was so wide that having the driver's feet outside the cab presented risk of danger and injury. This remains a work in progress for the meantime..

Nigel

Boating Report

The weather has not been that great recently but we have had some good days boating.

The sailing days seem to be quite popular; we had five yachts of three different types sailing recently which made for some good fun. Dave Beaumont has acquired a new Surmount from HobbyKing and it looks very good, we hope to see it on the pond soon.

The Starlet yacht seems to be popular with boaties, it is reasonably easy to build, and I found plans on the web recently and now have two full size sets. Alan Furness informs me that Norski have a mould for this yacht and can supply a hull in almost any colour! The Starlet is a good size boat for the pond and if we can get a supply of identical bits and pieces for it then we may make it a 'club' yacht as there are already four members in the club with them. We will look into the 'glass verses wood' weight issue and see if there is much difference.

Alan Holdaway is working on his Coastal Defence Launch, Peter Holdaway has plans to refurbish a tug boat and I am making very slow progress on my MTB. I have ordered some smaller props for my fizz boats so when they get here I'll see if they stop the fuse from blowing.

Pond cleaning is still on the to do list so keep an ear open.

Subs are now due so please get this sorted before too long, you can pay on line or give it to a committee member.

You **WILL** lose access to the club facilities if you are not a currant financial member.

PG

Flying section report

We have had a few new members join recently, I would like to welcome Mark Dix, Alistair Hebbard, Matthew Saunders, and Chris Matthews to the flying section. I hope everyone will make them welcome and that they enjoy their time with us. Indoor flying at Woodbourne Gymnasium is still on the evening of the first Sunday each month, meet at the carpark area at 6-45pm.

The gang mowers at Tuamarina are now working again, thanks to Willie for replacing the roller bearings. The field is looking nice and green and grass growth has slowed a bit with the cooler weather.

It is good to hear that the field is being well used with groups of members flying during the week and often both days of the weekends. It is nice to see some nice models out there and some skilful flying, good to see members developing their skills and enjoying the hobby.



My long term design and build project, the 1/6 scale F6F Hellcat, has progressed a bit further with the forward fuselage internal structure from front bulkhead to the wing seats built, and all the fuselage frames cut. Working on the Tailwheel retract mount. Previously I built and covered the Vertical Fin and Tailplane.

Allan Knox seems to be very enthusiastic and

making good progress on his 5 metre, scale SHK Glider (29% full size). He is well bitten by the scale bug, model will include a working drag chute, working compass (Keychain compass is good size to represent the real one) and possibly a watch as the clock on the instrument panel, a correctly sized pilot figure, and lots of scale detail. (See Allan's report below and the projects page on the website for more info).



Last month a model belonging to Steve went missing from out near the Tuamarina flying site. It was stuck in the top of a tree, but the tree has been cut down and the model taken before he could recover it (a couple of days after the crash). Could everyone keep an eye out for the model and items detailed being used or traded. The model is a 30cc Slipstream Yak 54 in blue (as at left).

The model was tree'd at our club field, about 6m up a tree not clearly visible from the road. It was cut down with an axe sometime on Tuesday (16th April) and the tree has fallen in such a way that it would have totalled the model.



So I guess the offender will be trying to sell or use the motor and Rc gear.

The engine is an RCG 30cc (DLE Copy) fitted with a RcExel Ignition with a distinguishing White shrink tube on the plug/lead cap. The engine is distinguishable with a RTV gasket between the crank case and piston Barrel.

There may also be an 18" black prop with light blue spinner with aluminium back plate.

Other items are a blue Heavy duty Rx switch and 3 x 2100mah lipo's for Rx power and spark ignition. Also an electronic gas cut-off switch. Receiver is a 9 channel Orange 2.4G.

If anyone has info please reply to my email or phone 5780716, or contact Steve 0274776484 or email nzwizard@hotmail.com.

As mentioned in the last newsletter our flying area is now designated a danger area by NZCAA, which means that full size aircraft should be aware model aircraft may be operating in that area and remain clear. We do need to be aware aircraft may still stray into this area and it is our responsibility to remain well clear of them at all times.

The areas southern boundary is the south side of Wairau river and is within a 1km radius arc centred on the gravel quarry adjacent to our field. The only change that affects us is that we will be able to legally operate up to 1000 feet (304.8 metres), which will suit the glider and vintage flyers.

For your information the following is copied from the letter from the CAA:

"Danger area NZD 629 Quarry, Blenheim, is prescribed pursuant to Civil Aviation Rules, Part 71 Designation and Classification of Airspace, with effect :from Thursday, 30 May 2013.

NZD 629 comprises all that airspace bounded by a line joining:

S 41 26 24.3, E 173 57 18.4;

S 41 26 29.5, E 173 56 00.1; the arc of a circle of 0.54 NM (1 km) radius centred on

S 41 26 14.7, E 173 56 36.4 :from

S 41 26 29.5, E 173 56 00.1 clockwise to

S 41 26 24.3, E 173 57 18.4;

S 41 26 24.3, E 173 57 18.4.

As discussed with you, the dimensions have been amended from the original

request to ensure that the danger area remains outside the Woodbourne control zone. The southern boundary of NZD 629 is co-incident with the control zone boundary, which is the south bank of the Wairau River in this location. All model aircraft operation must remain clear of the Woodbourne control zone.

The vertical dimensions of NZD 629 are from the surface of the earth to an upper limit of 1200 ft above mean sea level (AMSL). The upper limit also includes a 200 ft buffer zone above the intended maximum operating height of the model aircraft. Model aircraft must not be operated above 1000 ft AMSL.

NZD 629 is active during daylight hours only, for the purposes of model aircraft flying.

The using agency is named as the Marlborough Associated Modellers Society. The contact telephone number is 03 578 0716.

I draw your attention to CAR 71.161 (a) (1) and (2) which stipulates the requirements that the using agency shall comply with:

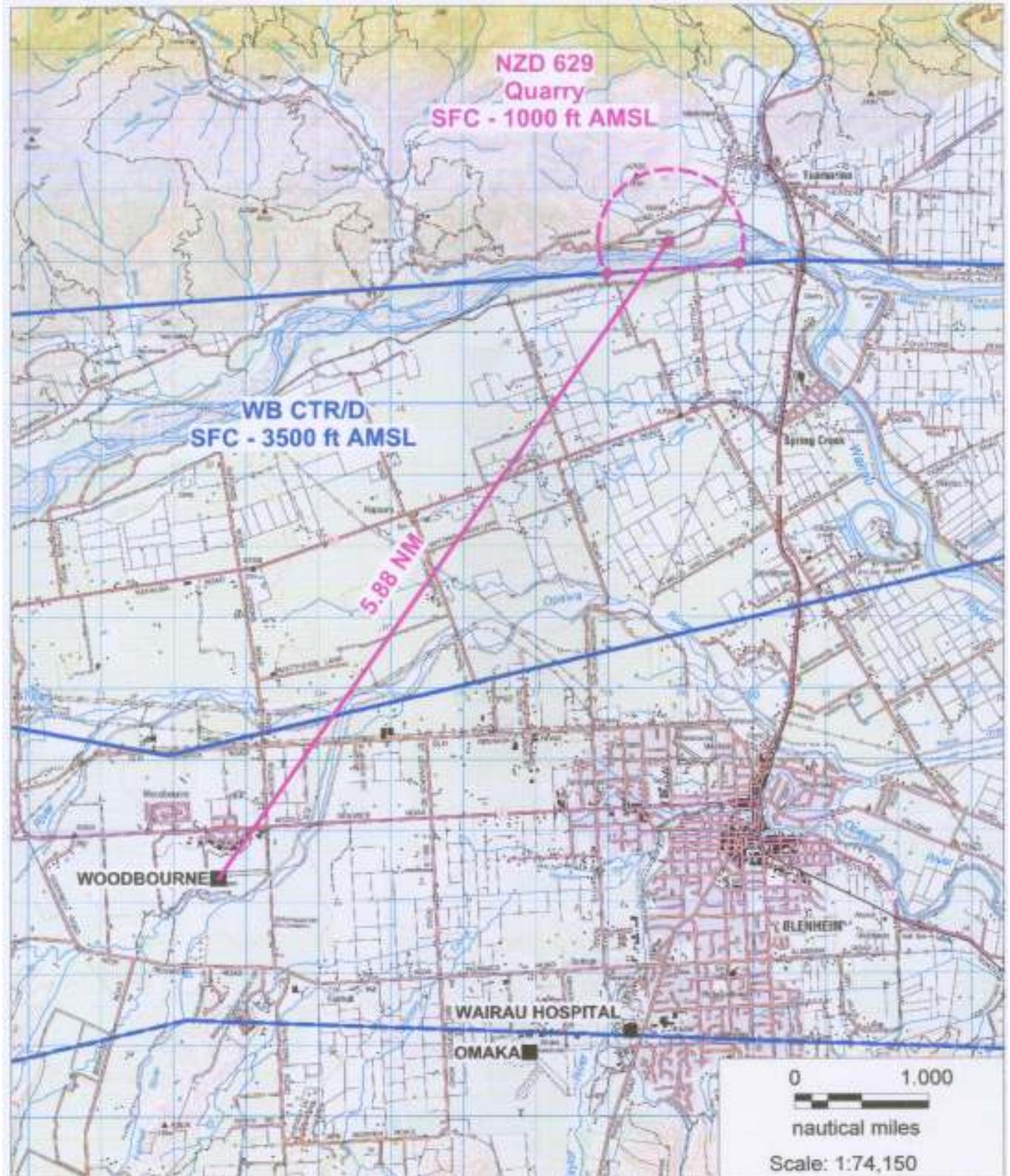
(c) The using agency for a danger area must

(1) be a person or organisation that is responsible for the activity that necessitated the danger area being so designated; and

(2) ensure that the activities that necessitated the designation of the danger area are contained within that danger area;

Initially, promulgation of NZD 629 will be via the Aeronautical Information Publication Supplement (AIP SUP) effective 30 May 2013. The AIP will be updated on 25 July 2013. Please note that the next update of both the enroute and visual navigation charts is 14 November 2013”.

And a map of the zone also showing the control zone and Woodbourne airport:



Yesterday (1st June) I went out to the BMAC Fly-in. Although the weather was not great there was a lot of flying with all sorts of model from little foamies to large scale jets, to competition electric gliders. I had a couple of flights and aero towed Peter Deacons 4m span scale ASW Glider. It was good to see many of our

members out there and hope they enjoyed it; I could not stay long and hope the rest of the event went well, well done to BMAC for hosting this event.

We have not had a section meeting for a long time and with many members flying at different times and many new members joining the Club we do not get to meet many of our members. I propose we have a get together, for all our flying members who are interested, at the Flying field next Sunday morning flying session, 9th June (or 23rd if the weather is too bad). It will be a chance to get to meet each other, hopefully get some flying in (possibly with a couple of novelty competitions), a bit of a chance for some to show off their skills, have a discussion (around a lunchtime BBQ) about the club and any issues anyone has. I can bring a BBQ and will bring some bread and sausages, if anyone wants to bring their own food feel free to use the BBQ as well.

Also in the interest of fostering Club spirit Allan has suggested that we have a Flying section Movie evening at the Garlic Shed, watching an old Aviation movie (Maybe "Those magnificent men in their flying machines"). It would cost \$5 a head. If anyone would be interested please let me know.

Fly Safely, have fun.

Cheers,

Carl M.

Allan's Report, April and May

There was no NDC flying in **April** and we missed no less than 6 events. That's tough on the points tally. But...as the say... you can't do everything and this month had rain (finally), events like the Soar Champs and holidays.

The Soar Champs were flown up at St Arnaud, 12 to 14 April and a great event it was too. Pete Deacon, Ken McMillan and I flew from Blenheim along with over 20 other contestants from all over the country. This is soaring's premier event of the year and doubled as the NZ Team Trials for next years F3J World Championships in Slovakia.

It is hard for me to believe we Kiwis are so good at soaring. We are the current F3K World Champs (Discus Launched Gliders) and are past World Champs in F3J for the big soarers. Awesome. There is depth there now too with 5 fliers competing for the 3 team positions. Joe Wurts has made a real difference of course. Joe is a multiple world champ from his days with the US teams and has now achieved repeat success with the Kiwis.



Joe Wurts calling air for Neal Blackie. Neal is a regular attendee at our AeroTow Invationals. Like many keen CHCH glider fliers, he flies competitions as well as Aero tow and Slope.

Joe is incredibly talented as a flier but also technically brilliant with an impressive Aero Space engineering CV. His latest creation, the 4 meter Maxa from Vladimir's Models is a fantastic performer.



The mighty 4 meter Maxa, probably the best F3J in the world today.

There were a number of Maxas at the champs and the flat grey, damp conditions meant that only the finest models and fliers made their 10 minute flight time targets consistently, a great test of the hang time of these machines. In addition, this was the first major contest to use the shorter winch lines. Just 150 meters to the turn arounds, down from 200. This meant only $\frac{3}{4}$ the launch height making it even tougher to get the 10 minutes. Older heavier models like my Pike Perfect struggled and I lost a lot of points.



Joe winds up the winch line tension just before the hooter sounds for launch. Bare footed as usual and powerful over arm launch. Dave Griffin flying.

This was also the first time we flew the ALES200 class at the Champs. This is for electric sailplanes launched to 200 meters where an altitude switch turns off the motor. There were no less than 11 entrants in this new event which shows it will be well supported in the future. Good news for electric sailplane enthusiasts like Peter D and myself. The good thing is that simple gliders like the Park Zone Radian can be bought locally for just \$200 and if there is any lift at all about they can be very competitive.

Speaking of Radians, these little models were a high light of the Champs. There was a lunch time contest for them. They all launched together for 30 seconds then had to do a 6 minute flight. After that there was radian dog flight with models going in all directions. Great fun.

Ken and I came home with second-hand models at very reasonable prices. I picked up a modern F3J and Ken got a Big Sting F3B/F model. Both need a little work but have many years of high performance soaring left in them. Pete flew 3 events using my old Kiwicon in PD, his electric Graphite and his HLG and did pretty well considering. We all came home with no gear failures and only minor damage on Ken's HLG. I think Ken learnt a lot about his new hobby and was a great help with timing, calling and winch retrieving. Thanks guys.



Kenny Mc retrieving the winch line yet again

It was good to see some of you came up for a look. Carl Mc did some video and Kevin McFall and his wife spent some time with us too.

There were many highlights for me at this event.

- Catching up with flying buddies. I've flown contests with some of these guys almost since I was in short pants.
- Enjoying Pete and Ken's company on an away trip.
- Seeing young talent like the amazing Alex Hewson equal Joe for first place in F3K (DLG) and place highly in PD with a model he cobbled together out of other peoples cast offs. Would you believe a badly damaged Maxa with Perfect tips grafted on and a home made back end. A lad after my own heart and a much better flier. Well done Alex.
- Finishing third in ALES 200 with my own design Apex electric sailplane.
- The F3J team was selected as Joe Wurts, Dave Griffin and Scott Chisholm. It is hard to imagine a stronger team. All three have stood on the podium at previous World Championships. I wish them and Rob Johnston, their team Manager, every success.



F3K Fliers after a really tough contest that rewarded those who can really launch these things.

In the workshop I have been building my first ever scale glider from scratch. It is a 5 meter SHK using my own plan and build techniques. You can see it on my build log at <http://www.rcgroups.com/forums/showthread.php?t=1833531>. It is a long process and I expect it will take about 9 months of mostly composite construction. I'm about 3 months in at this stage and have tail built and most of the fuselage. Foam cores for the wings are cut too and design finalized. I have done my best to make it an efficient thermal flier. It will be light and stiff with carbon fibre wings using an airfoil designed for the model. The wing has been tweaked to improve handling and it should be a super flier. Here's hoping anyway. I really like this machine. Its Vee tail gives it a unique character.



This is a full size SHK, drogue chute deployed .

Speaking of scale sailplanes, have you seen this?

<http://www.rcgroups.com/forums/showthread.php?t=1841632&page=4>

This link takes you to the build log for a batch of 6m ASW 28 18s being built in CHCH. That's interesting in itself as we will see these models soon at our Marlborough Aero Tows. The link takes you to some fascinating video shot at the last Lake Forsyth invitational day, an event for all kinds of flying. Neal Blackie took the opportunity to fly the ridge on the opposite side of the lake for about 3 hours with his 5m ASW 28. It seems he judged distance and height by the shadow on

the hill side. Virtually the whole flight would have been ½ a Km away from him on the other side of the lake. Very hard to judge. How well he did can be seen by some amazing air to air footage shoot from a first person view (FPV) chase plane equipped with a hi res camera. Look at video titled “Forsyth Ridge Soar.” This is a view we normally never get of our models. Impressive!

May hasn't seen much competition flying either. Al Baker and I got to play with our vintage models out at the strip. We flew Open Texaco. Al used his Zipper and I had my trusty Lancer. Both these models easily max out in the A Texaco event they are set up for but it is a whole other story in Open where we have just 2/3 as much fuel but have to fly 1 and ½ times longer. The best we can manage is around 12 minutes, 3 minutes short of the 15 minute target. Al was first with two good flights. I dropped one when I failed to top off the tank fully before launching. I won't do that again! Well done though Al, well flown to a good win.

Vintage RC Open Texaco Results

Allan Baker #4943

Goldberg Zipper, 1939, Age Bonus 11 points

Flt 1 12 min 17 sec, Landing 20, Age 11, Score = 768

Flt 2 13 min 37 sec, Landing 20, Age 11, Score = 848

TOTAL = 1,616

Allan Knox #7621

Model Lancer, 1938, Age bonus 12

Flt 1 5min, 4 sec, Landing 20, Age 12, Score = 336

Flt 2 12 min 11 sec Landing 20, Age 12, Score = 763

TOTAL = 1,099

Next up Al Baker, Peter Deacon. Ken McMillan and I got together to fly RC HLG at Kelvin Holdaway's property. This is a great big paddock surrounded by grapes and is a fine glider flying site. The weather was not kind with a strong Nor'westly and no lift to speak of. We each had 4 x 10 minute rounds to fly so lots of flying. With poor lift a good flight was just over a minute and that meant a lot of launches. I broke my Blaster in the first round when the tail departed on launch. Given that the models leave the hand at around 100KPH I was lucky that the damage was minor and she is repairable. I grabbed my reserve but did a lot of damage to that rounds score. No one else had any model damage and all flew out the 4 rounds. Pete had a good day and showed how good he has become in this class by winning every round. I check results against the CHCH guys and this would put him second in their company just behind young ace, Alex Hewson. Well done Pete.

F3K RC HLG EVENT 104 Results

	Number	Round 1	Round 2	Round 3	Round 4	TOTAL
P Deacon	10441	515	382	372	421	1690
A Knox	7621	383	349	398	408	1538
K McMillan	10988	494	297	366	332	1489
A Baker	4943	444	310	336	271	1361

Least we forget thought, what the club is really about is RC sport flying down at the strip. I had a Sunday morning hanging out there this month and got to meet two new members, Alistair and Matt both flying electrics. It is amazing what you can get RTF these days. The Foam Cessna that Alistair was flying is a fine example of this sort of sport model. It is very rich in detail.



New members, Alistair and Matt.



Neat electric RTF Foam Cessna. Flew great.

Karl and Daniel were there too flying their IC powered models. Both are into advanced aerobatics these days and seem to be enjoying inverted spins although some of the recoveries were getting a bit low! Matt's Yak 52 with Chinese 90 four stroke (or was it a 120?) is an excellent example of the ARTF nitro models available. Well made and exciting performance. Yaks are very popular in the club these days with lots of sizes being flown. Steve's big 30 cc example was beautiful and this is the one that went missing from a tree I believe.



Daniel Matthews and his Yak

FOR SALE;

Locomotive, 7 1/4" g. ***Phantom Southern Belle*** and three **matching Ride Cars**. All Specifications and price from Ken McIntyre – 15 Solway Drive, Witherlea, Blenheim, 7201. Phn; 03 5783346.

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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 \$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.

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 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.

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 **August** issue to the editor before the end of **July**.