



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 2014

Committee Meeting notes for May

The Annual General Meeting took place on Tuesday 8th April at 7.30pm in the Clubrooms and a new club year has commenced. We look forward to what the year brings forth and I hope that all members will find much pleasure and enjoyment in the pursuit of their respective hobby activity.

It was disappointing that member turn out for the meeting was low in number. The executive committee was re-elected, apart from Allan Knox

who is standing down, but the addition of Alan Fairweather and Ron Perkinson means we have a strong committee to work and promote the interests of the members.

The Officers and Committee for this year are:

Patron	The Mayor of Blenheim
President	Philip Gibbison
Vice President	Brent Coburn
Secretary	Nigel Wood
Treasurer	Tom Hood
Committee	Alan Fairweather Carl McMillan Ron Perkinson Mark Taylor
Brayshaw Park Rep	Tom Hood
MEANZ Rep	Brent Coburn
Newsletter/Website Editor	Carl McMillan
Recording Officer	Allan Knox
Honorary Solicitor	P. Radich
Honorary Auditor	Don Manning
Boiler Committee	K. McIntyre, R. Handley, W. Holdaway, M. Taylor, N. Wood

Membership subscription remained the same as last year - \$55 for ordinary Senior Members, \$35 for Junior and Country members, \$60 for Family Membership. Our Treasurer reports that finances of the Club are in good shape and there is money on term investment which is put aside for future projects and property maintenance.

The meeting agreed to proceed with registration under Amusement Devices Regulations and the Committee will address this. There are many requirements to be met and we will work through these and their application to our Society and operation.

Another item to be addressed concerns the trees surrounding the boating pond and elevated railway track. These are quite mature trees now and there are safety issues to be resolved because of branches breaking off, the build-up of pine needles presenting a fire hazard and polluting the boating pond. One option is to replace the affected trees but identifying suitable replacements is causing a headache. Any suggestions as to suitable replacements would be appreciated.

As mentioned before, next year Heritage Day will be on a Friday so plans are afoot to perhaps have a three day event and invite members from Nelson and Canterbury clubs to visit with their locos and share the time with us. We will let you know what is planned in good time for accommodation arrangements to be made,

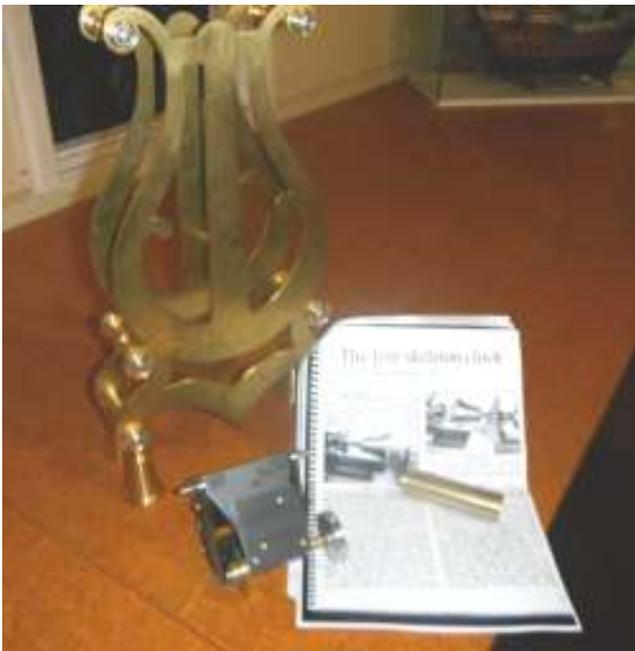
and so forth. We will need extra help in hosting the event as our member numbers may not be adequate.

Please remember the Committee is there to serve you and your needs. Please contact any of the members listed if you have concerns or ideas for club activities.

Nigel Wood
Secretary

Steam Section Meeting 20th May 2014.

10 members attended a very pleasant and informative meeting. It was encouraging to see a good number attending and to catch up on progress with various projects.



Murray Brown is currently involved in making a clock and brought stage 1, the frame, for us to inspect. It will be a very handsome timepiece when completed. The frame involved use of a bandsaw and much filing. He found he was able to saw the internal apertures using the bandsaw by separating and re-brazing the blade with no trouble. The next stage is producing the fusee mechanism and he is solving the matter of generating the correct shape. He made a little copy-turning device which appears to work well so we'll look forward to seeing how this item turns out. He has been practising using aluminium before making the final

items in brass.



Ken McIntyre's 1/4 scale rotary aircraft engine has been put to one side for a while. Ignition timing has proved a problem and he has made new gears which will hopefully help to get correct timing. Resetting the valve timing is rather time consuming. He showed a little jig he made for machining the conrods as each has to be identical. He has found that making jigs takes about the same time as machining each item. He has also been commissioned to



make 60oz injectors for an Australian friend and is finding that some of the published dimensions are incorrect which has complicated matters. He showed a sectioned injector which helps to identify the relationship of each part.



Nigel showed a very nice set of sight glasses for his Sweet Pea boiler which had been made by Peter Holdaway. I think Peter is trying to get me to hurry up with finishing the project.

Peter Holdaway showed us laser cut frames for his 7 1/4" gauge 'King' tender. He is rather disappointed with the finish left along the edges of each frame after laser cutting as there is a lot of cleaning up required to remove rough edges. Water jet cutting would probably have given a better finish.

Tom Hood reported he had recently purchased a 5" gauge 'Bolton Manor' locomotive (based on 'Torquay Manor' design) but has yet to take delivery.

Mark Taylor questioned how to arrange braking for the bogies for his 7 1/4" Phantom tender / ride-on trolley. Various solutions were discussed and we will see what he decides on in due course.

There was general discussion covering a range of topics and a pleasant time was enjoyed by all.

The session closed at 9 pm.

Boating Report

The weather seems to have settled down a wee bit and we've had some quite nice sailing days lately. The last running day someone said they counted ten yachts on the pond, it was a good sight and lots of chat going on. I haven't done any building recently but have done a fair amount of maintenance and upgrades to some yachts. The most pleasing upgrades were to my red 'Blackhawk' boat, after being severely thrashed by every yacht on the pond a few weeks ago, it would be fair to say I went home rather depressed. I knew the problems had to be something I had done to the boat because it had always been a fairly fast boat, so after a bit of thinking and net surfing, the sails were repaired and the shape reset, some battens were fitted and a jib topping lift was fitted. I have wanted to try a topping lift for some time as the comments about them have been quite positive. So what did I end up with?... a very fast boat! I think the speed increase is very noticeable, all the little tweaks made a difference but I think the topping lift is the main reason for better performance.

Keith Brown tried out his new 'Monsoon' yacht and after a few adjustments it was looking very nice. The biggest problem, (as with all Chinese boats), was the keel bulb weight is too light. We had a chat and he is making the necessary adjustments so hopefully we will see him enjoying sailing at the pond.





Allan Holdaway has finished a yacht for one of his granddaughters and after some fine tuning it is going really well. He has made progress on his Harbour Defence Launch. The hull has been double planked and glassed. The deck is on and the superstructure is looking good. Everything has been done to Allan's usual high standard. Quality running gear is being fitted. Some photos are enclosed.

It has been suggested that as a 'Boat Section' we should have a monthly meeting get together, probably in the clubrooms. I know we usually do this at the pond but it isn't always the best time to talk about sorting problems. We could talk about a project that we are working on or have done, or ask questions about a problem we have. I know that I've learnt a lot from others who "have

been and done that", so let me know what you think.

Sadly we heard that Brian Aimers passed away recently. Our thoughts go to his family. Brian's good friend Kelvin has volunteered to take over Brian's duties at the pond so there will still be the regular banter

A reminder that Subs are now due, please pay ASAP.

PG

Flying Section report.

Just a reminder to those who have not yet paid, Subs are now due.

In April I had the privilege of test flying Marks 3 metre wingspan Pawnee, this went well, a nice looking plane and nice bright colour scheme (More in Allan's report and from Mark later in the newsletter) well-done Mark.

I hear a few people are building or contemplating building WW1 biplanes, it is good to see people still willing to take on some challenging build jobs. I am considering trying a WW1 biplane build as well in the future (my F6F build is progressing very slowly).

Flying out at the field has been going well and the weather has been great last few days. Hopefully we will have more calm clear sunny days through the winter .

We are planning on another Aerotow meeting on the 28th June at Tuamarina, then a 2 day meeting up the Waihopai Valley on 19/20th July.

I went out to have a look at the Fly-in at BMAC on Saturday morning, the weather was great, people friendly and hospitable, and a good range of models. The numbers of visiting Flyers seemed to be down on previous times but those that were there would have enjoyed it. I did see several of our members there as well,

some flying, well done to BMAC for hosting this event. I have posted some video from the event on youtube <http://youtu.be/3Zel7yUEHZI>



A few models at the Fly-in.

If anyone has anything to put on the Website, model photo's, build log, Hints and Tips, model reviews etc please email them to me and I will get them posted. The site needs new items occasionally to keep it interesting.

I see someone has left some oil out at the field for the mowers, thanks for that. The mowers gearboxes seem to be holding the oil pretty well now and are not using too much, although the big rain storm we had a while back did manage to get some water into one or two gearboxes. Hopefully the grass growth will slow down for the next couple of months.

Allan's Report April May 2014

In April we had a number of NDC contests we would normally fly but events conspired to make it hard to find the opportunity.

I did snatch a Sunday afternoon to do some of my own out at ARA. Thanks to Murray Herd and Ken McMillan for doing the honours on the stop watch.

First up I flew free flight Hand Launch Glider and Catapult Glider. Not great but at least I recorded some times. Not without some strife though when I landed a model in a solitary pine tree then fell out of the tree while trying to reach the model. No harm done and the model was retrieved with the help of a long stick and Murray's guidance. Who says Free Flight isn't fun?

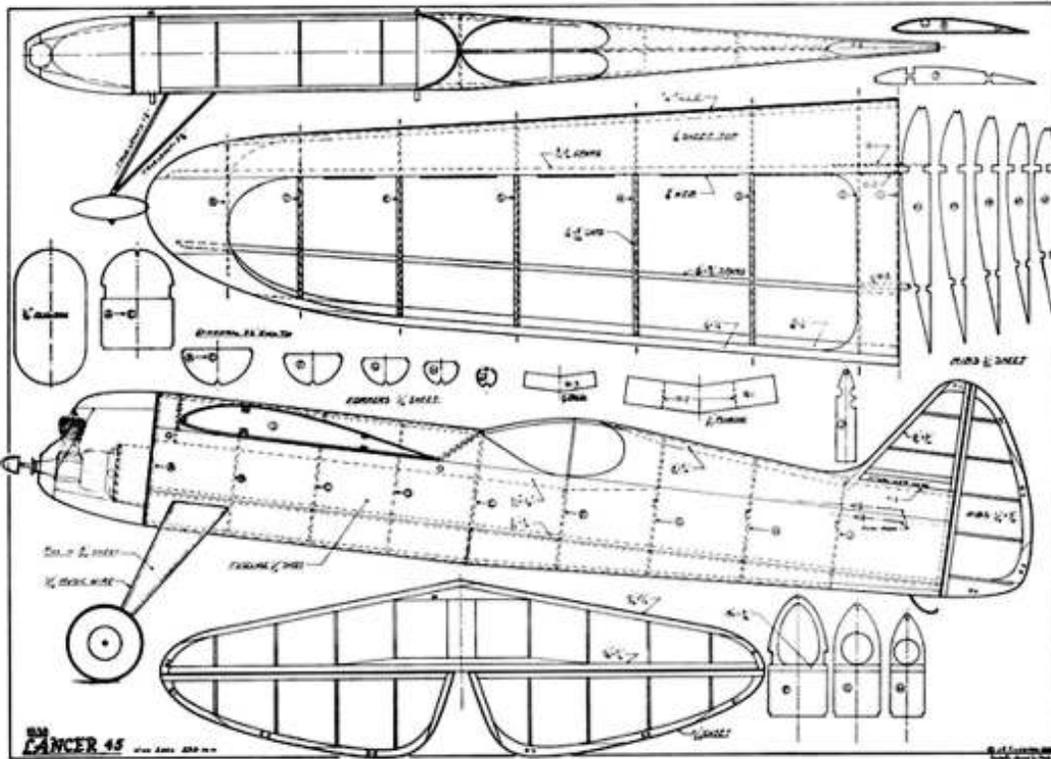
After that I put in my RC Vintage Texaco A times with the Lancer 45. As always it aced the flight times but I dropped one landing so no fly off and a low score as a result. Great little model this, perhaps my favourite and versatile too as I use it for Tex A, Open Tex and Vintage Precision as well as a bit of sport flying. It has even been slope soaring with the prop removed too.

<http://www.youtube.com/watch?v=Q5uHGqR6yw>

My build log is at

<http://www.rcgroups.com/forums/showthread.php?t=535037&highlight=lancer+45>

I can recommend it as simple sport model, particularly if you add ailerons. Electric or IC.





Results:

Allan Knox, MFNZ 7621

Event 83, FF Catapult Glider.

Flt times in secs. 37,26, 22, 48, 25, 19

SCORE = 177 points

Allan Knox, MFNZ 7621

Event 84, FF Hand Launch Glider

Flt Times in secs. 27, 14, 27, 22, 33, 31

Score = 154 points

Allan Knox, MFNZ 7621

Event 95, Vintage RC ½ A Texaco Scale

Flight 1 3 min 15 sec Landing 0 = 195

Flight 2 3 min 43 sec Landing 20 = 243

Flight 3 3 min 28 sec Landing 29 = 228

SCORE = 666 points

Allan Knox, MFNZ 7621

Event 97, RC Vintage A Texaco

Flt 1 11.08 Landing 20 = 620 (Max)

Flt 2 10.30 Landing 0 = Age 12 (Lancer 1938) = 612

Flt 3 10.56 Landing 20 = 620 (Max)



My Samba Models Pike Perfect, now 5 years old and the only expensive model I have ever bought new but still a great competition model. This was back at the 2009 Soarchamps at Lake Station. The temporary patch on the leading edge was where Joe Wurt's leg hit it on an attempted relight. My fault, not Joe's. He set up to catch it and I decided it needed to land first!

The first weekend in May found me in Hamilton. By chance, MANZ were having an invitational meeting at the Matamata airport. I had to go take a look. MANZ has been around for a very long time and promote large models; monoplanes over 2 meter wing span, Biplanes over 1.5 M and big jets. The day was absolutely

beautiful, calm and sunny after a foggy start. The pits and strip were like a bowling green although the outfield had just been over sown. Everyone was setup for a day of relaxed flying and picnicking. There always seemed to be a bunch of models in the air but there was lots of gas bagging going on in the pits too. I caught up with a few of my new friends for Hamilton and Bill DeRenzy, a glider guy from Tauranga. Great to see real pioneers in our hobby like Russ Johnston from Palmerston there. In his 80s now I expect but still flying.

Big vintage models qualify for MANZ so Wayne Cartwright, Chairman for the Vintage SIG and all round good guy, brought along his magnificent big Ben Sheresshaw designed Cavalier. This one is the Berkley Kit version with cowled engine. I never expected to ever see one of these machines fly but have read a lot about them in Flying Aces and the likes from the late 1930s. This one was built by Wayne's uncle originally but Wayne has refurbished it. Weighs about 9.5 pounds and is powered by an old OS60FSR. It flew around beautifully with just rudder elevator control, slow passes, touch and goes and walking pace landings. Lovely.



Wayne Cartwright with his seriously big vintage Cavalier.



Some of the models at the Matamata MANZ meeting. Beautiful calm day.

While in Hamilton through the working week, I have had the opportunity to attend the Hamilton Club's regular monthly Wednesday night meetings. These are brilliant. MCed by Grant Finlay (AKA Aunty) who always has stuff on video, presentations of the big wooden propeller award to the latest Wally of the Week

and usually has a speaker for us. All this accompanied by good humour. People bring along their projects to talk about or to sell. Big turnout, usually 40 to 50 members attend



Club night at the Hamilton Club. Alan Rowson is assembling his Kit built Nieuport.



Stan Hodson brought along his giant Mike Reeves Spitfire that is receiving an engine transplant with a very expensive multi cylinder in line engine. Should sound impressive.

On 18 May Al Baker and I flew Vintage RC Open Texaco down at our patch. This is a tough event and neither of us has posted the required 2 x15 minute flights despite getting seriously high to assure maximum glide time. Al did do 15 minutes on his second flight but the OS20FS was off tune for the first one which finished up well short. The Zipper showed its potential though so I suggested he try a 3rd flight to see if he could make 2 x 15 minutes. The conditions were beautiful and he took

up the suggestion. Soon the Zipper was up over 1000 feet. The engine cut on schedule at 6.5 minutes having consumed its allotted fuel. The model drifted down looking every inch the fine duration model it is. After 10 minute Al realised the radio was no longer responding. (A switch failure as it turned out). The Zipper continued to drift around in big left hand circles descending slowly and moving to the west on the gentle wind drift. For a bit it looked like it would land in adjacent paddocks but then it turned back toward the river and we were anticipating a watery end to a very fine model. But no, a tree caught it about 50 feet up and just short of the river. So the model as saved but still up a tree. Fortunately Linton, our resident club arborist came to the rescue the next day (thanks mate), scaled the tree and encouraged the model to fall. Some damage but repairable. The good news was that Al had done another 15 minute flight so amassed an impressive score that has since been posted to the Vintage Leader's board placing him in first place so far this year.

NDC results were based on his first two flights though.

Vintage RC Texaco Open

Allan Knox MFNZ Num 7621

Model Lancer 45, Year 1938

Flight 1, 13 min 13 secs	No Landing	Age Bonus 12	=793
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Flight 2, 12 min 22 secs	Landing 20	Age Bonus 12	=762
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Total = 1568

Vintage RC Texaco Open

Allan Baker MFNZ Num 4943

Model Zipper, 1939 Year

Flight 1, 6 min 44 secs	Landing 20	Age Bonus 11	= 435
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Flight 2, 15 min 23 secs	No Landing	Age Bonus 11	=911
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Total = 1347

You may remember the weekend of the 25th when it was very windy. I decided I need the points so had a go at RC HLG with Ken's help. Not a great idea but at least I registered some times and bought the model home undamaged despite the very rough turbulent air. I heard the sticks banging on the travel stops quite a bit just staying upright. I think these are the lowest scores I have ever posted for this event.

Task B 115 secs

Task D 300 secs

Task G 422 secs

Tack H 108 secs

Total = 1045 points.



The treed Zipper, about 50 feet up. It's more than your life's worth to try and climb this sort of stuff but no problem to Linton with the right gear and skills.

With many of my evenings wasted in a hotel room these days, my workshop time has been severely curtailed. I have repaired the ONYX thermal soarer I spoke of back in January. Re-repaired really as many of its earlier damage had to be redone. I now has a new paint scheme that Daniel clear coated for me. Thanks Mate. It looks very much the modern thermal weapon now, very like a Supra. I haven't flown it yet or built the electric fuselage but I'm looking forward to both.



The repaired ONYX all set to go.

I have been pottering away rebuilding Ken McMillan's badly shattered Pike Superior when I can and converting it to Electric. This is the one Kelvin Maffey used to own. It was a beautiful moulded 3.2 meter sailplane, probably \$2,500 when new. Ken and I powered it into the deck while on the winch and shattered everything. The Fuse broken in 6 places, blew a tailplane off, broke the centre wing panel right in two, broke both joiners and shattered the leading edges of both tips. A write off really but I was keen to see what could be done with the bits and hopefully turn it into an electric sailplane for ALES competition for him. The tips were the most challenging. Large areas of delaminated skin had to be stabilized or replaced. They are coming up OK though.



The Superior tip panels have the leading edges filled with foam, shaped then glassed.

It was a lot of work but it is nearly completed ready for paint. I can hardly believe the rebuild has gone so well. About \$100 in materials and some paint. Definitely worth the effort.

I've helped built some carbon wing struts for Mark's Pawnee too. Once fitted, she should be good for aerobatics and we can get it certified. That's it from me...

Allan

Mark's Pawnee.

Back in 2012, wanting a break from engineering, a model plane seemed like a great idea. June heralded the arrival of a set of Wendell Hostetler plans a 27% scale Pawnee. This would be my 2nd plane build, the 1st one started 40 years ago (not yet completed). After a few interruptions with some health issues, and lots of scrap balsa, many cut fingers later a model, 3 metre wing span 2.5 Metre long with a 100cc twin RCGF engine driving a 22x12 3-blade prop was ready for test flight. As it is a large scale model it requires MFNZ certification, Allan Knox did the inspection and Carl's arm was twisted to do the test flight as you see by the photos successfully flown. thanks to Carl & Allan for their assistance.



Three mods are required to improve handling these are in process, 2nd flight coming soon. A very happy builder, now back to the train engine & tender.

Mark Taylor. (also learning to fly is on the agenda)

FOR SALE;

Myford Universal Top-slide \$100

Pykel Mill Drill, 13mm Chuck, Collet Chuck, 2 vices and Facing Cutter on a substantial steel stand, \$1200.

Contact D Brown,

150 Weld St, Blenheim.

Phone 035789984.

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: MFNZ 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 2014 onwards are still considered paid up club members for 2015/2016 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 **August** issue to the editor before the end of **July**.