



Piston 'n' Prop.

Newsletter

Marlborough Associated Modellers Society Inc.
Brayshaw Park, 8 Arthur Baker Place, Blenheim 7201

President: Lloyd Taylor **Secretary:** Nigel Wood* **Treasurer:** Nigel Wood*
Ph: 5793229 **Ph:** 5787086 **Ph:** 5787086
Vice President: Philip Gibbison****Ph:** 5780016

Librarian: Lloyd Taylor

Newsletter Editor: Carl McMillan*** **Ph:** 5780716 **Email:** carlmcmillan@ihug.co.nz

Committee Members:

Brent Coburn	Ph: 5738511	Allan Knox	Ph: 5791424
Mark Taylor	Ph: 5789885	Carl McMillan***	Ph: 5780716
Tom Hood	Ph: 5784066		

* Primary contact people for Engineering section

** Primary contact person Boating section

*** Primary contact person Flying section

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

October 2012

REQUEST TO ALL MEMBERS.

MAMS committee has granted me permission to gather all History of the following;

Blenheim Model Aeroplane club Inc.
Marlborough Society of Model & Experiment Engineers Inc.
Also of the Amalgamation of the two Societies forming;
Marlborough Associated Modellers Society Inc.

The gathering of this history is two fold; First to up date that which the Society has already recorded, plus the possible celebration of all three societies, be it our 60 or 70 years of our multi discipline hobbies.

Your help is needed especially of the Model Aero Club, plus early activities of the 1970s where the club found it's dilemma with many interest popping up such as; Land Yachts, R/C Dune Buggies, R/C Cars, Marble Head Yachts, Off Shore Power Boats, Slope Soaring, Just a few of our albeit short lived activities that is part of our history from the clubs past.

What is required are any Photos plus written accounts of what you may remember of some of these Clubs and their activities.

ALL PHOTO'S will be copied and yours will returned within a few days of acceptance or! you may wish to have "good" copies done your self to insure your property is safe. All care will be taken with your property.

To ensure that our History is recorded we appreciate your time and contributions.

It cannot be stressed enough that this project takes time to put together and I would like to see your contributions well in advance of any dates set for our celebration.

I look Forward to your contribution.

Contact;

(03)578 6165,

Email vintageholdaways@kinect.co.nz

Peter Holdaway, 3 Marshall Place, Islington, Blenheim 7201

Boating Report.

Well the weather has certainly warmed up so hopefully we will get better days for boating. A few brave Boaties have been at the pond but I have spent the time building a new boat. This is a free plan from Model Boats and I quite like it. Powered by a 6v speed 400 motor, 20 inches long it should be fun. While it is not yet finished, I could have finished it sooner had I been able to source what I wanted in NZ. I ended up getting everything from England, it was cheaper and quicker. The other problem I have is cheap paint. I didn't need a huge spray can so I got a small one, was assured it was good paint. It's been on the boat for two

weeks and hasn't hardened yet so it's coming off and some better quality stuff going on. There is a lesson in there!



(photo of my boat)

Phil Weir has been busy building also. He is waiting for a prop shaft coupling to finish his electric hydro. He's done a really nice job and really want to see this boat go. He has built a stretched (26 inch) freelance version of the same boat I have so it will be quite a day when we all get to the pond. Phil has had a few problems building this one too but that's modelling.





(photo of Phil's boats)

Another new boat is new member Allan Holdaway's Thames tug. Built from scratch, this is Allan's first venture into R/C modelling and he has done a super job and should be a great boat for the Steering Comp.





(photos of Alan's boat)

Pond Cleaning. This will need to be done sometime. No date set but please help if you can.

Steering Competition. I plan to have this on the 3rd & 4th November. Anyone is welcome to come along and we invite Boaties from other clubs to come and join in.

Yachting Day. I would like to start a regular semi competitive yachting day once a month. Anyone can come along and any boat can sail, within reason! (the pond is only so deep and so wide), we will work out a handicap system. This will initially be at the pond but could easily be anywhere where we can find some water to sail on. I'm thinking the last Sunday of the month as a regular time slot and will run from 2pm till 4pm. We will set up a course and have normal model yacht racing rules. It is intended to be fun with a little bit of attitude. Let me know if you are keen.

See you at the pond

PG, *(Boaties may be interested in the boats and parts category at*

<http://www.hobbyking.com/hobbyking/store/index.rc> , *several flyers buy from this site.*

Carl M (Ed.))

Flying Section Report

The flying site at Tuamarina has been well used lately with people out flying most suitable days, and members talking of flying after work now that daylight saving has started. Last Thursday I dropped out in the afternoon to find guys had been flying for the morning, had a BBQ lunch and carried on into the afternoon.

With the warmer weather, the grass is growing quickly and needs to be mown weekly at the moment, thanks to the guys for doing that, it is appreciated by all our members. The gang mowers are working well at the moment, but they are old and need to be used with care, if there are any issues please let me know. I replaced a blown tyre while ago and Willie Vosloo fixed up one of the mower rollers after the bearings collapsed.

Indoor flying has been well supported for the last couple of months and will be continued through the summer as long as there is support. Thanks to Allan Baker and Matt from BMAC for organising the Woodbourne Gym for that. Remembers indoor flying is the first Sunday each month, meet at the Woodbourne main gate car park at 6:45pm. Next session 7th October.

Daylight saving is here again and we will be having Slope soaring sessions on Wednesday evenings, meet at the Carpark at the western end of the Wither Hills Walkway (same as previous season) at 5:30pm.

The next aerotow meeting is scheduled for Saturday 6th October at BMAC field. BMAC is also organising a **Aero tow & Glider Fly- In for Saturday Jan 26 & Sunday 27 2013** with people coming from around the country. It should be good to see.

Fly safely, have fun.

Carl M.

Allan's flying Report - August and September

This has been a much quieter flying period which is just as well as Wendy has had me very busy painting and papering at home!

I did take the opportunity to fly free flight chucky and catapult glider at Ara at one of the Aero Tow days. Thanks for the timing Dale. I'm not much good at this stuff these days. Gone is my youthful arm that used to throw 45 second still air flights. Still fun though.

Event 122 Catapult Launched Glider

A Knox MFNZ # 7621

TOTAL Score = 197

Flight Seconds 21, 32, 31, 38, 29, 46

Event 123 Hand Launched Glider

A Knox MFNZ # 7621

TOTAL Score = 137

Flight Seconds 23, 23, 22, 22, 17, 30

Vintage Duration:

Dave, Ron and I turned up one cold and windy morning to try and fly Vintage duration. We are having bad luck with the wind for these events which is particularly disappointing for Dave and Ron with their lightly loaded rudder elevator models. This morning the wind was whipping over the stop bank from the north and it was pretty turbulent down low. Ron had a go but suffered on landing and Dave thought it the better part of valour to leave the model in the car. Good call in the conditions. Although Ron didn't finish I have submitted his score as it will still earn club and individual points in NDC for the year. Worth having.

I flew my Cumulus which is a bit of a lump and manages these windy conditions well. As it turned out, it went really well and I maxed out 3 flights then recorded a reasonable fly off flight to record my best score for the year. The motor leaned out on this last run otherwise it would have been a great score. Thanks to Mark Taylor for helping us with the timing and to Dave and Ron for continuing to support these events.

Allan Knox, MFNZ 7621.

Model: Cumulus 1937 bonus points 13.

Total = 1020 pts

Flt 1 4 min 40 sec plus 20 landing = 260 (Max)

Flt 2 4 min 50 sec plus 20 landing = 260 (Max)

Flt 3 4 min 50 sec plus 20 landing = 260 (Max)

Fly off Flt 3 min 27 sec + 20 Landing + 13 Age bonus = 240

Ron Grindrod, MFNZ 8668

Total = 179 pts

Model Kloud King 1938 bonus 12 points

Flt 1 2 min 47 secs + 0 landing + 12 age bonus

Flts 2 and 3 DNF.



Cumulus after her very first flight all those years ago. One very happy pilot!

Vintage Texaco:

We flew some Vintage Texaco A and 1/2A on Sunday September 15th.

Al Baker and I turned up at Chaytors about 9 in the morning, rather than going to our field, as we didn't want to get in the way of the Sunday morning sport flyers. It was a lovely morning for vintage with just a gentle breeze from the sea and nothing at all upstairs.

As usual I flew my Lancer and Al his Zipper. Both are powered by those wonderful little 4 strokes, the OS20FS. Neither of us has been able to string 3 maximum flights together this year so far and we haven't placed very well on the AVANZ leader board. That was all changed by the time we finished the mornings flying. The light lift conditions soon had us easily bettering the 10 minute maximum flight time on the fuel available from the little Humbrol paint tin fuel tanks. Recent changes to the rules have made things easier too. We are now allowed to use throttle in flight and the landing spot is now to a 15 meter tape, up from 10. We both maxed out and moved on to the unlimited fly off. Here you get to count every second of flight so it's all about maximising the flight time by going as high as possible and using any lift you can find. Al's Zipper is a brilliant thermal model and it is easy to see how Zippers won so many free flight duration contests back in 1939 when this Goldberg classic hit the scene in the States. Al's engine had less endurance than mine though so it evened out. He managed better than 14 minutes and I was lucky with the air and managed over 20.

We both struggled with some low sea cloud. It is very disconcerting to have your model disappear into cloud. A spiral dive is required immediately and you have to hope you see it reappear in the piece of the sky you are looking at. We soon learned to look for the light patches of sky to fly in. The results were great for both

of us and I expect to see us 1st and 2nd on both the leader board and NDC for this one.

I had hoped to fly 1/2A Tex too but a burnt out Cox Baby Bee plug put paid to that. Note to self: Don't plug the glow lead into the start sockets (Again) !

I had a spare at home so later in the afternoon Carl generously agreed to time for me and we headed out to Tuamarina. The wind had freshened and was quite cool. My little Skipper ½ A Tex model is usually very reliable and fine performer but the motor decided to play up this time. A thorough pressure flush through the needle valve saw it sorted and she was soon airborne. In this event you look for 8 minutes flying. The engine usually runs 4 to 5 minutes so there is a long glide that needs plenty of height. Any sort of poor run or downdraught can mean you come up short. That nearly happened on the second flight when I made it with just 3 seconds to spare. Skipper has always been easy to fly and land and it was almost a case of helicoptering down in the breeze. A full house of maxes meant going on to an unlimited fly off. It was a good flight of 10 mins 45 secs so I finished with an excellent total that should see me top of the leader board and bettering my time from earlier in the year. Thanks for the help Carl.

Results: Vintage R/C Texaco A

Allan Knox

Lancer 45, 1938, Age bonus 12 points

Flight 1	12 min 27 sec	land 20	= 620 (Max)
Flight 2	11 min 40 secs	land 20	= 620 (Max)
Flight 3	11 min 20 sec	land 20	= 620 (max)
Fly Off flight	20 minutes 3 secs,	Age 12, Land zero	= 1215
TOTAL = 3075 pts			

Allan Baker

Goldberg Zipper, 1939, Age Bonus 11 points

Flight 1	13 min 2 sec	land 20	= 620 (Max)
Flight 2	13 min 7 secs	land 20	= 620 (Max)
Flight 3	13 min 55 sec	land 20	= 620 (max)
Fly Off flight	14 minutes 14 seconds,	Age 11, Land 20	=885
TOTAL =2745 pts			

Results: Vintage R/C ½ A Texaco

Model: Skipper 1948, Age bonus 2

Flt 1	9 min 4 sec	Land 20	= 500 (Max)
Flt 2	9 min 34 sec	Land 20	= 500 (Max)
Flt 3	8 min 5 sec	Land 20	= 500 (Max)
Fly Off Flight	10 min 45 sec,	Age 2, Land 20	= 667
TOTAL = 2167			

New Texaco Event:

We now have a class called **Open Texaco**. You can use any IC powered vintage model for this one. You are allowed 0.1cc of fuel for every 5 sq inches of wing area. The rules tell you how to make a tank from a syringe by fixing and cutting off the plunger at the required capability. You drill and fit a filler and vent and mount in the model. I've yet to try this. It is considerably harder than the other Texaco classes. You are looking for 15 minute flights off less fuel. Good to have a challenge though.

I think a petrol spark ignition 4 stroke or diesel is the way to go for this one. Methanol fuels have a lot fewer calories per unit volume compared to petrol or Kerosene and this class needs the best fuel economy you can manage. I like the petrol 4 stroke idea.

The Zipper.

Back in about 1937 modellers in America realised that models were flying too long and too far during fuel allotment events like the early Texaco contests. Flights of an hour and more were becoming common place requiring long chases hanging off the running boards of cars. OSH would have a fit but it must have been fun! To curb this, Limited Motor Run (LMR) was introduced where the engine run was timed for 30 seconds and shut off by an onboard timer killing the ignition on the early Sparky engines. Pretty obviously a hot climb was an advantage but that needed stability.

Enter Carl Goldberg who realised a high mounted pylon compact wing gave good stability in a steep spiral climb and had the added bonus of reducing fuselage cross section and drag. His models were doing better than 2000 feet a minute! He evolved the Zipper, won many major contests and Comet kitted it for sale to all those others who wanted one in 1939.

Fortunately old Carl had a fine sense of aesthetics and produced a beautiful elliptical planform with a round stream lined fuselage. An elegant balanced design that flies as good as it looks.



Allan Baker's Zipper is real winner these days in both Precision and Texaco A vintage events.

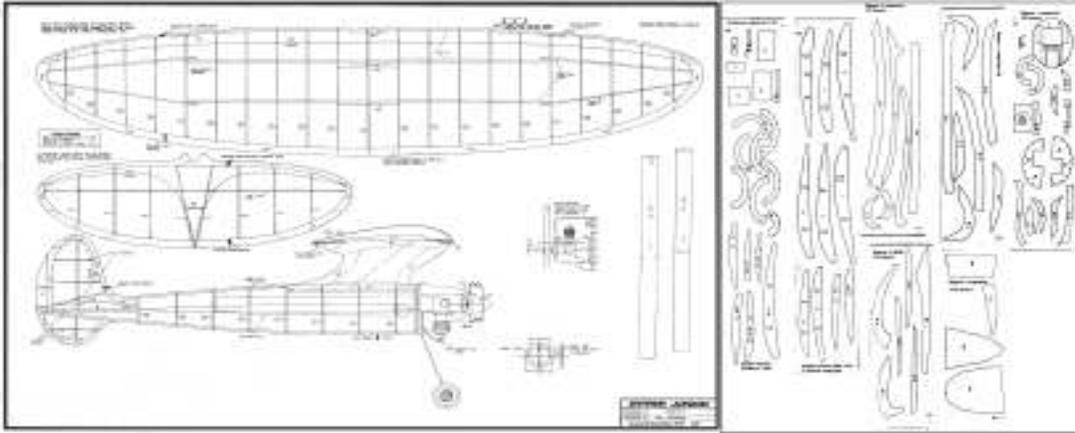
Carl Goldberg produced many more fine designs too. His Clipper and Sailplane are favourites of mine.



A pair of Goldberg Clippers by Mark Venter from Christchurch. Mark has the large one set up with interchangeable IC or Electric power modules. Won the Nationals as I remember.



The beautiful Goldberg Sailplane complete with retracting mono wheel undercarriage.



The Goldberg Zipper from 1939. A beautiful classic from the vintage era. A fine performer but a bit complicated to build.

There is plenty about the Zipper on the Net as well as good plans for download.
http://www.outerzone.co.uk/plan_details.asp?ID=387
<http://www.colinusher.info/Model%20Aircraft/zipper.html>

With the month rapidly coming to an end I still had two events to fly. 7 x 7 Electric and thermal J for the big thermal soarers. Problem though, Pete Deacon was tied up, I couldn't Al Baker and Kelvin isn't flying much any more. I mentioned to Carl at work that I thought I would just head out to the strip and take my chances with 7 x 7 but he volunteered to come out and help so Saturday morning saw us Chaytors on an absolutely beautiful Spring morning. I set up the Apex and we soon had the 3 by 7 minute flights completed. The times were easy and this compact little model is easy to land when you want thanks to very effective brakes. The result was as good as I could have hoped, losing just 4 seconds over the 3 flights to finish on 1406 points out of a possible 1410.

Time for thermal J. (2, 4, 6, 8, 10 minutes flights with a spot landing) I set up the clubs new winch into the westerly then put my Pike Perfect together. Carl did a bit of sport flying while he waited. Fun fighters are fun! He hadn't done the timing and launching stuff before so we started a little tentatively. A soft launch into no wind meant it was always going to be a struggle so this was my 4 minute flight. Then the inevitable happened. The wind dropped and after some fluffing around it backed to the east. This meant a winch direction change but at least the wind on the nose would assure good launches. Carl was getting in the swing of leaning back against the line tension and his launches were improving. He had also mastered the art of counting the stop watch down backwards too, no easy task. The next fight was not easy either and I cut it a little short for the 6 minutes. Despite the Perfects outstanding performance this was not looking easy with the more challenging 8 then 10 minute flights to go. The next launch was a beaut and I headed up wind in the hope that a substantial tree line might be producing some lift. The Perfect looked good and was soon climbing out as it surfed along a wave

of lift. This was the 10 minute flight I needed. The next flight was the 8 minute so I needed help again. Back to the tree line and sure enough the wave was still there and helped me through. That only left the 2 minute and we were done. Landings were a problem though. Try as I might, I couldn't hit the 100 all day. The score suffered and I know it will be no where good enough to place well. I will have to practice before the Nationals. Thanks Carl for the help. I really appreciated it. You are now a qualified timer, thermal spotter and launcher for Soaring.

Thermal J Results Allan Knox
2 min Flt 2.04 95 landing 211
4 min Flt 3.59 80 Landing 319
6 min Flt 6.05 95 Landing 450
8 min Flt 8.03 95 Landing 672
10 min Flt 10.0490 Landing 686
TOTAL 2238 pts.

Club Winch

We now have a club winch for thermal soaring. I'll look after it but it is available to anyone who wants to use it at anytime. Just a safety briefing to walk through first. It has a new big battery, line, pegs and turn-around. It is MFNZ certified for competition and is a very good winch. So... lets have some more thermal soarers out there, you don't have to buy your own winch anymore, just use the club one.

Allan

For Sale;

Set of castings for 3 1/2" g 1 inch scale,
Two sets of cylinder castings, Iron & Bronze.
All wheels, tender axle boxes and bogie frames.
Ali Smoke Box Ring & Door
Drawings for J Harrison's 2 1/2" g available from CSMEE

Contact Peter Holdaway for viewing (03) 578 6165
Darryl Stone (03) 579 3557

Wanted;

Looking for a copy of Model Boats magazine January 1967.
For? the model of Ghanaian Corvette.
Wish to borrow for copy of plan & details.

Contact; Tom Brake 5776851
Or Peter Holdaway 5786165

NOTE - NZ Model Flier's World is now available for issue at both Blenheim and Picton libraries.

MAMS Membership and Subscription Structure

Ordinary Member (all Sections)	\$ 55
Family membership	\$ 60
Junior Member	\$ 35
Country Member (+40km from Blenheim)	\$ 35
Life Member	Nil.

Members may belong to any or all of the following Sections, for one Ordinary Membership fee:

Engineering - Boating - Flying.

*Flying Section members may join the **NZMAA** (Recommended) for an additional annual fee of: **Senior \$62, Junior \$20, and Family \$67**, paid to MAMS. NOTE: NZMAA Fees fall due on the 1st April each year and must be paid by the club before 1st July, (if you could please pay To MAMS by the end of May to give me time to get the money to MFNZ in June it would be helpful). NEW members joining MFNZ after November 1st only have to pay half fees, however existing members renewing late, will still need to pay for a full year.*

For on-line payments members just have to use the club account number, give their name and purpose of payment, i.e. MAMS subs, and/or MFNZ subs.

Account number is 031355 0512739 00

Subscription Policy: Financial membership shall cease if the required subscription fee has not been paid by the **31st of July**. **Non-financial members are not covered by our insurance policy and therefore cannot operate their models at our designated sites**, and they do not receive a Newsletter.

(New members who have joined and paid their Subs from December 2011 onwards are still considered paid up club members for 2012/2013 year)

Those who have paid their subscription since the last AGM may collect their membership card and receipt from a folder on the notice board in the clubroom.

Publication dates: 1st week of February, April, June, August, October, and **December**.

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