



Piston 'n' Prop.

Newsletter

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October 2014

Committee Meeting notes for August/September

Spring is well and truly upon us again with longer daylight hours and new growth appearing all around. We seem to have had a better winter than other parts of the country and I trust that you will all be able to enjoy being outdoors again doing leisure activities such as flying, boating or engineering. Our area of the park is needing more grounds maintenance, unfortunately, and mowing, weeding, spraying, painting will be required. Any assistance in carrying out these tasks would be very much appreciated.

We had a big boost recently when three BNZ staff members spent a day carrying out grounds maintenance as part of their community involvement. They, along with Allan Fairweather, cleared a lot of overgrowth of foliage around the entrance to our area of the Park and by the pond and it was a good opportunity to work with them.

Mark has been busy with his chain saw pruning back some of the pin oaks and silver birches around the pond and with the help of others and the recent acquisition of a chipper has made a big difference in processing the trimmings into mulch which can be used as weed suppressant.

Peter has been painting railings and the water tank by the ground level station and his work is much appreciated, also.

We welcome new members Brian Sullivan (boating), Linton Alford (flying), Gary Coburn (engineering/boating), John Rainey (boating), Colin Grocott (boating) and Sam Spencer (engineering). We trust you will enjoy your association with the club and the pursuit of your leisure activities as well as making many new friends.

2015 Heritage Day and weekend activities - arrangements for the weekend are under way and we will need a lot of help from members to make the weekend a success and make visitors from other clubs welcome. We will be catering for morning and afternoon teas and lunches for our visitors and any offers of help from wives or women folk in this area would be most appreciated.

The Model of the Year evening is fast approaching on Tuesday 9th December and it would be great to see lots of models, completed or in-progress, on display to let other members see what has been undertaken during the year. It is one of the few occasions during the year when we get together as a club and it is a time for fellowship and getting to know other members who we wouldn't see otherwise.

Nigel Wood
Secretary

Steam Section Meeting 19th August 2014.

6 members attended this meeting.

Ken McIntyre's rotary engine is still having problems in keeping running when the starter is removed. Ken found the timing gear was loosening which altered the timing - this was fixed by use of a set screw. The contacts and plate are being worn by the spring-loaded plunger and the pick-up has pulled away from direct contact with the plate. Ken is seeking information on the Huck Starter used originally for starting the engines when the prop is fitted as this will affect how his engine is started and fuel adjustments made. Reaching around a 2 foot prop is

hazardous. Another set of piston rings made with angled gap and virtually no end clearance. The bakelite cam on the points split and a replacement made from white nylon. The story goes on

Mark Taylor thinks the valve bobbin rings are worn on the 7 1/4" A3 Flying Scotsman and are the cause of the running problems with water shooting out the chimney and no power.



He showed the brake control valve for his Phantom utilising a pressure sensitive valve operated by a cam on the control lever. He showed a video of his visit to the Sydney Society of Model Engineers and their extensive facilities at Ludenham. The complex has trains, boat pond, tethered car track and a flying site.

He made a backing plate for mounting 3 and 4 jaw chucks on his small lathe to facilitate changing chucks without having to remove the backplate from the headstock.

Tom Hood has been trialing alternatives to char in firing his locomotive. He used briquettes of compressed Southland lignite and found the loco ran okay but used a lot more in comparison to char with a lot more ash in the smoke-box after an afternoon's run and a few more sparks from the chimney. Mixing the briquettes with Cascade Creek coal should work okay.

Bill Ward would like to make a dividing head for gear cutting on his Myford and has Harold Halls book on dividing to give him ideas.



Nigel showed the whistle and steam turret for his Sweet Pea. The regulator valve body that came with the loco needs reworking as the valve spindle seat had been drilled into and didn't provide a sealing face. Suggestions offered to aid in recovering existing valve body.

The session closed at 9.15 pm.

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Steam Section Meeting 16th September 2014.

9 members attended with Andrew Parley visiting to see what we get up to. He would like to make a steam engine and is seeking advice.



Mark Taylor had a impressive steam turret for his Phantom as well as some check valves plus a set of new piston rings for the A3 Flying Scotsman which he hopes will fix the problems. He showed the fixtures he had made for producing the new rings.



Ron Perkinson showed the smoke box and front plate he is making for his Phantom as well as a photo of the PV Baker loco he is purchasing. This will be an encouragement for him as well as being a welcome asset on the track.

Peter Holdaway showed some of the 4394 1/64" rivets he has to put in the tender of his 5" gauge King loco. He has made punches to assist in forming the tails of these rivets. He had brought along the cab of his Ab loco showing how the pressure gauge is mounted.

Bill Ward had samples of brass and gunmetal bar he is willing to sell to members and has generously offered to donate a vice-mounted metal folder and floor mounted shears to the club for use by members in the workshop.

Tom Hood has been making sight glass fittings for Murray Hewetson's Flying Scotsman and has made sealing rings from sections cut from tubing.



Murray Brown has been making progress with his clock project which is looking very impressive. He has found that piano wire and stainless TIG wire make satisfactory pivots and gears.

Nigel showed the steam turret and method of supporting the pressure gauge that had been suggested.

Ken McIntyre had been away but had talked with others about the problem with cams on his rotary engine and the conflicting information that was available about the orientation of them. The compression and spark is good but the engine will not run smoothly. He will try different combinations of the

cams to see if this will correct the problem.

The meeting closed at 9.20 pm after a most enjoyable and informative evening.

Nigel Wood

Boating Report

Activity on the pond has been quite good recently but the weather has been a mixed bag. Good days with no wind and some not so good days with wind.

Welcome to the new boating members, great to have you on board. We hope you enjoy the hobby.

Yachts seem to be flavour at the moment and we have had up to ten yachts on the pond at a time. Electric powered boats turn up occasionally which is good to see.

The race day we had at the end of last month was really good, Jamie cleaned out the clutter at the start and kept everyone honest for the rest of the day, go Jamie.

Jamie is sailing really well and only lost a race when he headed for the wrong buoy on the last leg.

You will notice that the large tree by the harbour area has gone, along with a lot of the lower branches on the pin trees. This has opened up the pond a bit so hopefully we will get less muck in the pond and more wind on it.

Speaking of which, pond cleaning is coming up. It needs to get done before Heritage weekend so that means before Christmas. Please make time to help when a date is set. If it empties properly it should all be done and refilling by lunchtime.

Model of the year is coming up, if you have a completed model or one in progress, please bring it along. It's a chance for the club to see what's happening and to have a chat with other members

We probably won't have a steering competition this year as next year's Heritage Day will be a three day affair and we may run a competition on the Saturday & Sunday.

Club Night. I know I've talked about this for a while but now I'm a bit freer now so how does a Thursday night sound? Say the first Thursday in the month! It will be at the Club rooms. It's a bring your boat along if you want, show what you're doing, how you're doing it, ask questions night. Remember "the only silly question in the one you didn't ask".



I've included a photo sent by Brian. I think it reflects the best side of our hobby and our members. Brian had just bought himself a boat and took it to the pond where he was pounced upon by a young boy who asked if he could have a go. The picture says it all!

Philip.

Flying Section report.

Flying has been a bit quiet over the last couple of months, with few at the Sunday morning sessions I have attended. There have been some nice flying days, I hope the weekday flyers have been getting out and having fun.

Slope soaring sessions will start again now that daylight saving has started again. If anyone is interested meet at the Carpark at the Western end of the Wither hills walkway (off Rifle Range Place) at 5:30pm each week, we will decide where to go from there depending on the wind (weather permitting).

The Model of the year meeting this year is on Tuesday 9th December. If you have built ,or are building a model, bring it along to show the members, or just come along to see what is going on within MAMS and meet some of the members from other sections.

Allan's Report August and September.

Lots of NDC flying over this winter period. The weather treated us well despite being the coldest months.

I found myself flying solo a bit so thanks to those of you that helped with timing. First up was RC vintage electric duration. I flew this one at ARA on a day with good lift. My Scram is short on performance but with some lift it can make it. I had a Lipo pack give up on the 2nd flight resulting in a low climb otherwise the times would have been pretty good.



Model Scram from 1938, Age Bonus = 12. Target time 5 minutes off 20 second climb.

A Knox 7621

Flt 1	4 min 18 secs	Landing 20	Age 12	= 290
Flt 1	2 min 46 secs	Landing 0	Age 12	=176
Flt 1	6 min 51 secs	Landing 20	Age 12	= 320 (Max)
TOTAL = 786 pts				

Next up Al Baker and I got together for some Vintage and Free Flight at Tuamarina. I remember I had a cold and the day wasn't great. We both missed some landings in duration and the retrieves were long in the wind for Chucky and Catapult. Al did very well in Catapult. He has been building smaller gliders of very light weight. These launch higher.

Vintage RC IC Duration, Event 148

Allan Knox, MFNZ Num 7621,

Model Cumulus, 1937, Age bonus 13.

Flight 1	5 min 50 secs	Landing 20		260 (Max)
Flight 2	4 min 42 secs	Landing 0	age bonus 13	253
Flight 3	5 min 13 secs	Landing 20		260 (Max)

TOTAL = 773 points

Vintage RC IC Duration, Event 148

Allan Baker, MFNZ Num 4943,

Model Lancer, 1938, Age bonus 12.

Flight 1	5 min 01 secs	Landing 20	age bonus 12	260 (Max)
Flight 2	2 min 19 secs	Landing 0	age bonus 12	151
Flight 3	2 min 13 secs	Landing 20	age bonus 12	165

TOTAL = 576 points

Event 139, Catapult glider

Allan Baker, MFNZ num 4943.

Flt times: 60, 37, 42, 34, 47, 39 = **TOTAL 259 pts**

Event 139, Catapult glider

Allan Knox, MFNZ num 7621.

Flt times: 15, 19, 27, 14, 39, 17 = **TOTAL 131 pts**

Event 140, FF HLG

Allan Knox, MFNZ num 7621.

Flight Times: 25, 30, 18, 25, 34, 22 = **TOTAL 154 pts**

Event 140, FF HLG

Allan Baker, MFNZ num 4943.

Flight Times: 13, 23, 23, 21, 19, 20 = **TOTAL 119 pts**

We missed out on the Thermal D contest in August but September started well with ALES 200 for electric sailplanes at ARA. Pete and Ken missed this one but Al, Rex and I had a go. I flew my new electric Onyx and the big model showed its thermal ability in tricky cold grey easterly conditions. Some of the flights only just

scraped in for the 10 minutes. Landings are not as easy as with my small models. More practice needed. Allan B and Rex had an uphill struggle with their smaller models. Rex bent his early on landing. Spoilers would help this model.

Event 162 ALES 200 class N

Allan Knox 7621

Flt 1	10 mins 0 secs	Landing 30	Score = 630
Flt 2	10 mins 4 secs	Landing 40	Score = 636
Flt 3	9 mins 50 secs	Landing 40	Score = 630
Flt 4	10 mins 4 secs	Landing 25	Score = 629

TOTAL = 2,525 points

Event 162 ALES 200 class N

Allan Baker 4943

Flt 1	4 mins 50 secs	Landing 50	Score = 340
Flt 2	7 mins 47 secs	Landing 15	Score = 482
Flt 3	4 mins 44 secs	Landing 45	Score = 333
Flt 4	10 mins 7 secs	Landing 0	Score = 593

TOTAL = 1,748 points

Event 162 ALES 200 class N

Rex Ashwell 10746

Flt 1	10 mins 03 secs	Landing 10	Score = 607
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TOTAL = 607 points

Sunday 14th Sep proved quite nice and flyable in sunny Marlborough after rain Saturday. Al Baker and I flew 1/2A Texaco then A Texaco at Tuamarina in nice spring condition, just a gentle North Easter. This was the club morning so we had some help with timing. Thanks Carl, Grant and Mark.

The little ½ A Cox engines gave both of us some moments but went OK. Al missed just the one flight time with an early cut and deliberately set the model down prior to the no flight time on another so he could retune. I had my normally very reliable engine go off mid-flight and burble as the model descended then it came right after a couple of minutes and climbed out for an easy max. Lucky.

Al's Texaco A Zipper has been refettled and is looking resplendent in a tissue over Mylar finish. This finish adds a lot of stiffness too. He would have maxed easily but got disoriented and deliberately cut the engine early on one flight. I launched the Lancer lean and cold on one of my flights. It cut as I moved the throttle up then executed a lovely landing on top the freshly mown stop bank with no real assistance from the pilot, fortunately well under 120 seconds so was a no flight. Unlike the Coxes, our OS20FS Tex A motors are ultra-reliable

We both spent a lot time flying. About 3 hours of air time between us. These are events that tax the eye sight and the neck but the rule change allowing the use of throttle in class A makes it easier to manage height. Sounds easy but isn't.



Al and me with our Texaco models. A great mornings flying. I love these old designs and fortunately I have a kindred spirit in Al.

Event 169 Vintage RC 1/2A Texaco.

Allan Knox MFNZ 7621

Model, Skipper 1948, Age Bonus 2 points

Flt 1	9 min 0 secs	Landing 20	score = 500 (max)
Flt 1	9 min 0 secs	Landing 20	score = 500 (max)
Flt 1	9 min 0 secs	Landing 20	score = 500 (max)
Fly Off	12 min 16 secs	Landing 20	Age 2 Score = 738

TOTAL SCORE = 2,238

Event 169 Vintage RC 1/2A Texaco.

Allan Baker MFNZ 4943

Model, Slicker Mite 1948, Age Bonus 2 points

Flt 1	10 min 08 secs	Landing 20	score = 500 (max)
Flt 1	8 min 45 secs	Landing 20	score = 500 (max)
Flt 1	5 min 20 secs	Landing 20	Age 2 score = 322

TOTAL SCORE = 1322

Event 170 Vintage RC A Texaco

Allan Knox MFNZ 7621

Model Lancer 45 1938 Age Bonus = 12

Flt 1	10 min 30 secs	Landing 20	Score = 620 (max)
Flt 1	10 min 30 secs	Landing 20	Score = 620 (max)
Flt 1	10 min 30 secs	Landing 20	Score = 620 (max)
Fly Off	18 min 1 sec	Landing 20	Age Bonus 12 Score = 1113

TOTAL SCORE = 2973

Event 170 Vintage RC A Texaco

Allan Baker MFNZ 4943

Model Zipper 1939 Age Bonus = 11

Flt 1	7 min 59 secs	Landing 20	age bonus 11	Score = 510
Flt 1	10 min 55 secs	Landing 20	Score = 620 (max)	
Flt 1	11 min 09 secs	Landing 0	age bonus 11	Score = 611

TOTAL SCORE = 1741

Last event for the month was thermal J at Chaytors but we were short of Ken and Pete again for this one. Al had a radio failure with his Muller Eclipse but fortunately it was on the ground. It turned out to be a Free Sky Rx, the first failure I have heard of with these. We took the opportunity in the afternoon to tune up the programming on the Eclipse. It has always had some compromises so we worked back through the Futaba 9 CAP programming and got it sorted. Al is hoping it will fly better so we will have a winch session in October.

I went on to fly the contest alone again with my big Pike Perfect. The conditions were tough in the Easterly but I made all but one of my times. I couldn't even manage 6 minutes when I needed it.

Event 165 SOAR Thermal J

Allan Knox MFNZ number 7621

10 Min Flt	9 min 59 secs	Landing 93	score = 692
8 Min Flt	8 min 4 secs	Landing 98	Score = 578
6 Min Flt	5 Min 21 sec	Landing 90	score = 411
4 Min Flt	4 min 0 secs	Landing 90	score = 330
2 Min Flt	2 min 4 secs	Landing 96	score = 212

TOTAL = 2,223 pts



Alex Taylor trying to give Ken the transmitter while Jack is wondering whom if anyone is fling his Sperber!

Finally Peter Deacon and I headed off to CHCH for a Darfield AeroTow travelling down Friday and staying the Ian Harvey and his wife Wynna. This was the first time we had flown at this inland site near Darfield. We arrived to find a big turnout. About 20 cars and some very fine models including Andrew Palmer and Dave Griffins big triangle racers recently imported from Europe. Expensive but impressive. There were plenty of big tugs too. Mostly 33% Pawnees or larger but it was nice to see Paul Chisholm's new Cessna Ag Wagon with a 60cc twin up front. Vintage gliders were represented too by Jack and Ken from Dunedin. Ken's big Chris Williams Petrel was impressive and Jack had some good flights with his Sperber Junior. There was lots of electric flying too. Alex Hewson had finished a great little stretched Blaster 2 for ALES. Lovely work and cheap as chips. It flew great.



Now Andrew are those long shorts or short longs??? Andrew Palmer did a great job with his tug as well as with this scale beauty. Hosted us at the ranch on Saturday evening too.

On the Sunday morning we swung by the CMAC field to find dozen of my old club mates indulging in a Tomboy contest. It looked great fun and I would have to be involved if I was still in CHC. Great to catch up with old friends and finding them the same big kids at heart.



John Ensoll (Granddad)(left)and Stu Grant (right)playing with their 48 inch Vic Smeed Tomboys. Every old modeller built a Tomboy when he was a kid I reckon. Many of these have the original Mills diesel engines too.

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 **December** issue to the editor before the end of **November**.