



# *Piston'n'Prop.*

Newsletter

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

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If Clubs or members currently receiving this Newsletter by mail could receive it by email please let me know [carlmcmillan101@gmail.com](mailto:carlmcmillan101@gmail.com)

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## Committee Meeting notes for August / September

Weather has still been variable and affecting many outdoor activities but it has been a lot warmer and the appearance of daffodils and spring growth has been delightful. I can't say the same about the proliferation of weeds being delightful but it is good to see things looking fresh with new growth again. The track project is progressing with a lot of detail work such as constructing the points and installing electrics being undertaken. Track is being re-laid on the beams at least as far as the points. Thanks to all who regularly turn up each week to help.

We were pleased to welcome a group of members from Christchurch, captained by Ben, making use of our ground level track facilities over the weekend of 17/18 September and providing train rides for families in the local community. Thank you very much for being here and for your fellowship. Your contribution and encouragement was very much appreciated.

Just a gentle reminder that annual subscriptions are due, for those who have yet paid. I appreciate and thank the members who have done so already. I know that Kelly, our new Treasurer, will be grateful for your response.

The new subscriptions are:

Ordinary Senior Member \$60.00

Junior and Country members \$40.00

Family Membership \$65.00

Annual Subscriptions can be paid now, please, if you have not already done so.

SBS Bank account 031355 0512739 00

The heavy rains in recent months created much damage around the province, as has been reported in the newspapers. Our facilities at Brayshaw Park were not adversely affected but the flying site at Tuamarina was flooded (again) with damage to fences and gates, and with gravel spread across the flying strip. Road access has been affected and the portaloo overturned. Thanks to the members of the flying section who have been helping tidy things up – it is appreciated.

Nigel Wood

Secretary

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**Boating Section** (No Report)

**Flying Section**

Daylight saving is here again and Wednesday evening Slope Soaring is starting up again for those that are interested. We meet at the car park off Rifle Range Place at the west end of the Wither hills walkway at 5:30pm and go to the flying site from there. I have been in touch with the farmer and confirmed the Meadowbank flying site is available. The first Wednesday was rained out, hopefully the weather will improve from now on.

The airfield survived the flood reasonably well, a big thank you to all those that helped restore the fences and remove debris.



*(Photo of the access road to the field, deep drifts of silt and gravel left by the flood, and the smooth silt road)*

The access road is still pretty rough in places and the silt covered section is nice to drive on when it is dry it could turn to a bog when wet, take care. Hopefully the council will get around to fixing the road some time, but I imagine there is a lot higher priority road works to do around the province at the moment.

Activity at the field seems to be a bit subdued lately, the glider fliers continue to fly the NDC competitions and a few power flyers are still active. Hopefully the weather will improve and see more people getting out flying.

## **The Soaring Scene**

It has been an interesting month for the soaring group. Like all MAMS aeromodellers we have been in recovery mode following the immersion of the flying field in August. I'm sure there will be further details elsewhere in the newsletter but there was a good response from the soaring guys to the repair work required and we were back into competition fairly quickly. In fact the field was still under 2 metres of water on the 21st and we flew an event on the 27th, having driven in

across the farmer's adjacent paddock because the road was impassable - having all the fences swept away actually helped the cause that day!

This was a last chance for some of the guys to post scores for the one event scheduled for August, while the rest of us had flown earlier in the month and before the flood. As it turned out the conditions were okay with Garry Morgan able to snatch the leading score amongst the locals and finish 3rd overall behind two Christchurch members. Given that we were surrounded by wrecked fences, mud, silt and debris from just a few days before, it was somewhat astounding that we were able to fly at all. It definitely helped that gliders don't need a closely mown runway.



Here's Carl in dryer times (Peter Deacons photo from back in June) and below is the kind of thing he has to compete against - Phil Elvy with his 4 metre, all composite Neutrino. There's no doubt which model offers the better performance but sometimes the little guy comes out on top. This game is not about whose is biggest, it's about who can find lift on the day, and Carl gets his share of thermals even if it's frequently an uphill battle against state of the art opposition. It's great that we have all types of soaring models in the club and that all can compete, even if it's not exactly on even terms.



All of us have to contend with the weather and it's not always perfect. We also have to fit our competitions into our personal schedules and while the NDC events currently must be flown on weekend days (next year it's any day) that can mean flying on days that don't seem to offer much encouragement. We can't afford to pass up opportunities for fear that the weather will turn dog and we'll run out of flyable days, so mid September saw the gang assemble hoping to fly ALES Radian. The following is my report on what happened:

### 17th September

I imagine everyone arrived this morning not expecting too much as all the forecasting had it as a fairly breezy day. When I arrived at 8:30 it was just as I expected, cool and clear with a light westerly which looked like it would build reasonably quickly. Everyone got their Radian out in anticipation of a quick fire event (three 7 minute flights) and probably home in time for a late morning tea. I had flown Radian last weekend so I was just there to time keep and perhaps fit in a casual flight or two. We thought we had the morning all figured out.

What transpired was something completely different as the little breeze dropped away, a few puffy clouds appeared over the hills and some good looking scores

started to appear. It wasn't necessarily easy, there were plenty of holes in the sky, but it was a lot better than we might have expected. Generally speaking I think that a Radian score in the 1300s is okay - it might be frustrating, especially if some landings were less than ideal, but we've all had much worse days. I had the luxury of wonderful conditions a week earlier so my score is not indicative of how well some flew this morning - if Garry hadn't dropped 25 landing points on his second flight he would have beaten me.

### **Event 430 - ALES Radian**

#### **Rex Ashwell MFNZ #10746**

Flight 1 - 6 min 56	416 points	50 landing	466
Flight 2 - 6 min 58	418 points	50 landing	468
Flight 3 - 6 min 59	419 points	50 landing	<u>469</u>
			<b>Total -1403</b>

#### **Garry Morgan MFNZ #12386**

Flight 1 - 6 min 57	417 points	50 landing	467
Flight 2 - 7 min 01	419 points	25 landing	444
Flight 3 - 6 min 58	418 points	50 landing	<u>468</u>
			<b>Total -1379</b>

#### **Carl McMillan MFNZ #8446**

Flight 1 - 6 min 59	419 points	50 landing	469
Flight 2 - 5 min 48	348 points	50 landing	398
Flight 3 - 6 min 50	410 points	50 landing	<u>460</u>
			<b>Total -1327</b>

#### **Phil Elvy MFNZ #11020**

Flight 1 - 6 min 33	393 points	00 landing	393
Flight 2 - 6 min 49	409 points	50 landing	459
Flight 3 - 6 min 50	410 points	50 landing	<u>460</u>
			<b>Total -1312</b>

#### **Peter Deacon MFNZ #10441**

Flight 1 - 7 min 03	417 points	50 landing	467
Flight 2 - 6 min 57	417 points	25 landing	442
Flight 3 - 5 min 50	350 points	50 landing	<u>400</u>
			<b>Total -1309</b>

#### **Peter Smith MFNZ #12188**

Flight 1 - 7 min 06	414 points	00 landing	414
Flight 2 - 5 min 22	322 points	25 landing	347
Flight 3 - 6 min 20	380 points	50 landing	<u>430</u>
			<b>Total -1191</b>

**Phil Sparrow MFNZ #12385**

Flight 1 - 5 min 10 310 points 50 landing 360  
Flight 2 - 4 min 29 269 points 00 landing 269  
Flight 3 - 6 min 58 418 points 50 landing 468

**Total -1097**

Encouraged by the way Radian went and by the prospect of a bit more lift as the morning warmed up, a few of us decided to fly ALES 200 while the opportunity was there. Being able to range a bit further with the bigger models bought areas of lift into play that changed the game somewhat and the 10 minute target time was in reach most of the time, always provided you didn't blunder into sink and not get away from it quickly enough. There were one or two heroic saves as well and I certainly benefited from a nice low thermal when I was looking down the barrel of a disastrous 5 minute flight. Somehow Phil managed to avoid the lift and didn't have a very good day but the other three had impressive scores. Great to see Peter Deacon's Supra scorching around the sky again - I watched his last flight and it was very well flown.

I've always felt that an ALES 200 score in the 2500s rates as an excellent effort as it's not easy to put together four good flights, and when Allan Knox sent some scores from Christchurch two weeks ago topped by Anton Nikoloff's score of 2557 my first thought was "that was an exceptional score and will be hard to beat". As it's turned out he is only fifth so far, because over the following two weekends John Shaw 2589, myself 2586, Dave Griffin 2582 and Garry 2569 all snuck past him - as usual landing points sorted out the placings with John scoring four 50 point landings. To keep all this in perspective John is the NZ record holder for this event with 2597 points.....that's just 3 seconds dropped in 40 minutes of flying!

**Event 429 - ALES 200**

**Rex Ashwell MFNZ #10746**

Flight 1 - 10 min 01 599 points 45 landing 644  
Flight 2 - 10 min 01 599 points 50 landing 649  
Flight 3 - 10 min 00 600 points 50 landing 650  
Flight 4 - 9 min 58 598 points 45 landing 643

**Total - 2586**

**Garry Morgan MFNZ #12386**

Flight 1 - 10 min 01 599 points 35 landing 634  
Flight 2 - 10 min 01 599 points 45 landing 644  
Flight 3 - 10 min 03 597 points 50 landing 647  
Flight 4 - 9 min 54 594 points 50 landing 644

**Total - 2569**

**Peter Deacon MFNZ #10441**

Flight 1 - 9 min 55 595 points 45 landing 640  
Flight 2 - 9 min 49 589 points 40 landing 629  
Flight 3 - 9 min 54 594 points 35 landing 629  
Flight 4 - 9 min 53 593 points 35 landing 628

**Total - 2526**

**Phil Elvy MFNZ #11020**

Flight 1 - 10 min 01 599 points 45 landing	644
Flight 2 - 9 min 51 591 points 45 landing	636
Flight 3 - 6 min 35 395 points 50 landing	445
Flight 4 - 7 min 13 433 points 00 landing	<u>433</u>
<b>Total - 2158</b>	

Now we have just two months of NDC competition to get through and MAMS members currently hold the top three positions in the Soaring category, so we just have to keep scoring well as there are plenty of chasers. The first Saturday of the month hasn't been a great start with wind and rain (and cold) keeping everyone at home, but there will be a few good days I'm sure.

Rex

## **MAMS Membership and Subscription Structure**

Ordinary Member (all Sections)	\$60
Family membership	\$65
Junior Member	\$40
Country Member (+40km from Blenheim)	\$40
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 affiliation fee of: **Senior \$95 Junior \$30, and Family \$100, paid to MAMS.***

*NOTE: MFNZ Fees must be paid to the club before **31 March**.* NEW members joining after 1st October only have to pay half fees, however existing members renewing late, will still need to pay for a full year. Carl McMillan is the MAMS MFNZ Contact person regarding any MFNZ membership issues.

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 **31<sup>st</sup> of July**. **Non-financial members are not covered by our insurance policy and therefore cannot operate their models at our designated sites**, and they do not receive a Newsletter.

(**New** members who have joined and paid their Subs from December 2021 onwards are still considered paid up club members for 2022/2023 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: 1<sup>st</sup> week of February, April, June, August, October, and **December**.

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