



Piston'n'Prop.

Newsletter

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

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April 2018

Committee Meeting notes for February / March

I'm not sure where the past year has gone but it doesn't seem that long since our Annual General Meeting last year and now it is time to prepare for the next one on **Tuesday 10th April at 7.30pm in the clubrooms**. Members are requested to attend, please, as this is the main opportunity to discuss and decide on matters affecting the operation of the club over the year ahead.

Our Constitution requires that we notify members of the AGM at their last known address. Because of the increasingly low numbers of people subscribing to

the local newspaper and the corresponding increase of electronic communications in society, this newsletter will be the official notification of the AGM and the meeting agenda is as follows:

- AGM -

**Tuesday April 10th at 7.30pm
in Brayshaw Park Clubrooms**

- . Minutes of 2017 AGM**
- . Matters arising**
- . President's Report**
- . Treasurer's Report**
- . Setting of Subscriptions**
- . Election of Officers**
- . Other Business**

On behalf of the Committee I would thank each of you, as members, for your support, encouragement and active participation in the different aspects of club activities over the year. We have welcomed new members during the year and trust they are enjoying their time with us in their hobby and in making new friendships. We have also lost members through terminal illness during the year and our thoughts and sympathies continue to be with their families. Other members continue to experience health issues and our thoughts are with them also. Significant events, such as major leakage putting the boating pond out of action, have affected many members but we trust that will soon be rectified. I thank the members of the Committee for their support and assistance during the year and their valued contribution.

I have been reminded of my shortcomings as Secretary, specifically in not passing on to members decisions made by Committee that affect members and club operations, and I apologise for that. The bi-monthly issue of the newsletter means that some decisions get overtaken by events and it is hard to remain current.

The Committee appreciates the work and effort being put in to erecting a trolley storage shed alongside the Signal Box building. This will be a tremendous benefit in storing and accessing passenger ride trolleys. The proposal is to clad the shed exterior with corrugated iron and members consider that the cladding needs to be visually in keeping with other buildings in the vicinity. The Committee recommends that more suitable cladding be used that is in keeping with surrounding buildings.

The Committee has considered several proposals for repairing the boating pond and has decided to accept the quotation and proposal submitted by Viking Containment through the offices of Simcox Construction. This is a very generous offer to line the pond with a HDP liner at significant reduction in cost to the club and is planned to take place in May. The club is required to prepare to pond by repairing damage to the pond bottom, providing attachment for the liner upper edge and fabricating drain and inlet fittings. Funding application has been made toward covering the cost of repair, which decision we await.

Heritage Day on 6th February was a very successful and enjoyable day. Thanks to all the club members who took part and assisted in different ways. The absence of boating pond activities was sorely felt and commented upon by the public but we appreciated the boating section members who stepped up and helped in various ways with other activities during the day. The display of models in the clubrooms was popular and we estimate a 41% increase in train rides over the previous year. The evening BBQ, though smaller numbers attended, was a good time for fellowship over a meal and a chat. Thank you, too, to the ladies who catered morning and afternoon teas and lunch during the day, and to the ones who helped in the ticket box. Also thanks for the food which was provided.

Nigel Wood
Secretary

Steam Section Meeting notes for February 18th.

Mark Taylor had a copy of a 1973 local newspaper showing a photo of Brayshaw Park before a lot of the present buildings were erected. There have been many changes but the photo was a reminder of what used to be before the Park was developed. Mark had also made regulators for his Speedy locos.

Nigel had made pistons for Simplex, still to make piston rods and turn pistons to final size plus piston rings which will be a new experience.

Jim Acott had the wheel castings made for his 5" gauge Aspinall 27 loco and there was discussion about the procedure for machining these castings.

A lot of other topics were discussed and an interesting evening enjoyed by those who attended.

Steam Section Meeting notes for March 20th.

At Heritage Day it was noticed that two model steam engines that had been on display in the clubroom cabinet were missing and members were asked if anyone knew their whereabouts. So readers are asked to let the Committee know if anything is known of the missing models. This led on to discussion about steam engine models loaned to the club for display and insurance because Nigel had brought along a model of a Beam Engine loaned for display.



The engine had been made by this person's father in the 1960s and had been sitting in a garage collecting dust and rust. It was noted that we need a suitable lockable cabinet to display similar models in better conditions. Other models are available to display at Heritage Day but would need to be obtained prior to the day and then returned to owners.



Jim Acott had brought along the laser-cut frame for the Aspinall tender and one of the wheels for the loco, all of which will need to be remade because of the pattern having insufficient allowance for machining. He has found that laser-piercing the rivet holes in the frames is very expensive and is encouraged to try marking out & drilling holes instead. The axle horns are being made at present.



Lawrence Brehaut had the pieces made for fabricating the cylinder assembly for his 7 1/4" gauge 'Q' loco, to show progress. These will be bolted together and final machining of steam chest blocks and porting carried out. He will be fitting bronze or cast iron liners to the cylinders.

Nigel

ENGINEERING SECTION. A FEW NOTES FROM THE SUMMER SEASON FOR ALL MEMBERS.

TRACK EXTENTIONS.

I guess it all started after a lot of hard work with the extension of the elevated track. Much has been done over the last 12 to 18 months, With the track extension comes much ground work being done with shrub, trees planting along with the grassed areas.

Then the railway infrastructures such as windmills wayside holts and water tanks etc. All this hard work has meet with approval from our visiting club members, plus the passengers who take the opportunity to travel on our railway. This all helps with introducing the public to take part in our hobby, plus it also helps with raising our funds as this is our only way of helping to pay for many of our needs such as the club maintenance, lawns and general up keep of the grounds.

Now the bottom of the pond has let us down so to speak?. There are a few members working hard all the time obtain money for all these repairs and maintenances.

Then we had the opening of the new extension with our Patron the Mayor and his wife doing the honours of opening of the event. I am sure they enjoyed their days outing in their very busy busy \schedule. As we all did, a very pleasant days activity.

A very good day with much interest taken by park users members.

NELSON'S "STEAM & CINDERS"

Next came "STEAM & CINDERS" International Rally held by the Nelson Modellers Society. Nigel, Tracy and their team did us all proud, after much work by so few they set the scene for what was 5 days of a model engineers pleasure. With their grounds laid out such a way that each diverse side of our hobby could operate their loco, traction engine steam road vehicles, boats with very little hands on by the Nelson members. Parking our vehicles were in a fenced off area that made our access to the Rally each day an easy task for all with security.

In the club rooms they had an exhibition of models made by Rally Entrants and local members. It was made a little difficult at times to view the display as the rooms are also occupied by the HO / 00. electric railway fans, where they had about four different layouts running with many public filling the club rooms daily.

There were a good splattering of NZR locos running from 2 1/2" g 5" g and 7 1/4" g, steam as well as diesel locomotives. With about some 80 locomotives a good many 7 1/4" Phantoms were present. A good number of American and English makes made up the rest. The overall winner of the locos present was a very nice and well executed NZR WF Built By David Watt.

The road vehicles numbered about 18 and were kept busy with rides or just trundling around their allotted area, some taking to the busy highway now and then for refreshments.

Throughout the Rally there were small road vehicles ranging from 2 inch ,3 inch and 4 inch scale with a full size Foden Steam Truck keeping them company. These Steam Trucks are something we do not see on our roads any more. At one end of the Road Vehicles they had a Gauge One set up, however sadly not many came to run on this circuit.. Except Richard Donovan from the Hereford ME in the UK Since his last visit 2 years ago he has built a very delightful NZR Dubs A class loco in Gauge one. It runs as well as it looks.

On the Sunday evening a very nice Roast Dinner was set up in the Marquee, followed by Prize Giving and Speeches. The deserved recipient collect their rewards. It was very pleasing to see that Nelson spent some very good time encaging the younger members at the Rally .after all they are fast becoming our life blood for the future of our hobby.

The large Marquee was on site gave the Rally Entrants coffee and food all day with catered lunch and evening meals. On the Sunday night we had our final Dinner which was well catered for by a very busy team on hand to serve 200 or more people.

Thank You Nelson you did us all proud including for our wonderful hobby.

HERITAGE DAY'

Another delightful day at the coal face for those who were there.

Thank you to our ladies, always obliging to see that the inter man was well feed on the day. Our elevated and ground level tracks were kept very busy through out the day. With many drivers not able to be relieved of their duties, many drivers eating their lunch on the run with coal shovel in one hand and a bread roll in the other..

A great effort by so few. (*"Winston Churchill"*)

Our entertainment went up a few Octaves this year with Geoff Taylor's Fair Ground Organ, What a crowd pleaser ..The selection of music was just right for the occasion. Many people being attracted to the Organ and it's Music made very favourable comments when they ventured into our Exhibition set up in the clubrooms. The exhibition this year had a good cross section of our diverse clubs activities. This year the Aircraft Section had a very good display of aircraft, complimented by some\ very nice Sailing ships, Yachts and launches with a varied display Engineering ranging from workshop tools part made models and completed locomotives Steam and Diesel.

Sadly the boat pond was out of action this year.

THOUGHT FOR NEXT YEAR?.

Please lets ALL give it some thought in NOV / DEC with discission on how you and your section can help on heritage day don't lets leave it until 6th Feb like other years.

Let's be ready next time.

MICRIS FIDELIS

PLH.

Boat Report

We welcome new member Martin Lanksheer, Martin has already acquired a Starlet yacht and we look forward to seeing him at the pond.

Thanks to the boaties who helped on Heritage day, it was great to see you there. It is always good to see how other sections operate.

Our monthly meetings have been well attended with a variety of topics discussed. Not much boating has been done, sailing at Delta Lake is enjoyable but we do miss the pond. Winds at the Lake have been light and variable lately. Boat tuning and maintenance is being done.

New models are being built but no none wants to show them off at the moment.



A lot of work has been done by members to get the pond ready to have a liner fitted in May. The holes in the pond have been dug out, compacted and filled, tree roots have been dealt to and the harbour area has been sealed. Wood strips have cut, painted and bolted in place around the edge of the pond for the liner to attach to. Flanges are being made to fit both the inlet and drain pipes.

A funding application has been submitted for the cost of the liner and we are at present waiting on the outcome of that.

The AGM is coming up so please come along and meet other members of the Club.

Philip

Flying section report.

I am writing this report on Good Friday, it was a wonderful morning for model flying. Trev and I started out flying electric power models, he flew a couple of Cub style models of different sizes, and I flew my flying wing. Beautiful blue skies and barely any wind. Then Rex turned up followed by Phil Elvy, Phil Sparrow, Gary, and Allan Baker to have a fly and fly some NDC competition. I had my Radian, and Rex invited me to join in the ALES. This is the first time I have competed in any kind of flying competition. It certainly makes flying the Radian more fun and tests your skill and judgement. I was very lucky with the conditions and managed to achieve the 7 minute flight times and managed landings close enough to the spot to score, although my last landing got a few comments and laughs from those watching when I overflowed the mark at about 2 feet going a bit quick and did a 270+ degree turn and landed wings level (pretty much) a few metres from the spot. Trev also did well and got the flight times with a Radian. Rex also flew DLG for NDC and Allan flew free-flight tip launch glider for NDC.



Allan Baker also flew a couple of control line planes during the morning. It was good to see a classic “Peacemaker” flying, with a Diesel engine as well. It was a great morning with a great bunch of people and a variety of model flying activities, which is what the club is all about.

The enthusiasm and friendly nature of our glider flying members has been a boost to the club activities and more people are joining the club to be part of it. Our flying site with our ability to fly legally to 1000ft is also a great asset.

The slope soaring finished last Wednesday for this season (daylight saving time). It was a pleasant evening with 5 flyers enjoying light but reasonably steady conditions, with 7 models flown during the evening. There was a bit of friendly rivalry between Rex and Phil Gibbison as to who’s model could make the coolest whistling sound. Good fun flying.

The slope soaring season has been a bit different this year as far as the weather goes, It started out better than usual with good flying days but deteriorated after Christmas with several poor days either washed out totally or only one or two willing to fly in the conditions.



The power flying at Tuamarina has been good but flyer numbers are low, lots of flying time for those that do go. The field has stayed green since Christmas, which is very unusual, and the grass has been growing as if it were still spring time. Anyone wishing to join MFNZ need to fill out an affiliation Form (http://modelflyingnz.org/docs/general/MFNZ_Affiliation_Form_17.docx) and get it back to me.

Don't forget that the AGM is on the 10th April at 7:30pm at the clubrooms, see the notice earlier in the newsletter.

Fly safely, have fun.

Carl M.

The Soaring Group

The small group of club members interested in flying gliders continues to be active, flying at least a couple of competitions each month. Most of these are in the National Decentralised Competition (NDC) where we post scores against other enthusiasts from around the country. These have been flown both at Tuamarina and also at Quaildale, a farm in the Waihopai Valley where we sometimes seek permission to fly. We normally fly on Wednesdays and Saturdays in order that we don't conflict with the normal club flying days, which are on Tuesday, Thursday and Sunday. The regular Wednesday evening slope soaring is now finished with the end of daylight saving.

It is rare that everyone is available on the same day so a typical field will have five or six competitors, although we have had ten on a couple of occasions. This kind of competition is quite relaxed and it's good to see everyone prepared to assist

others, whether with equipment or advice. We extended that theme a bit by holding an evening meeting in the clubhouse at the end of February to have a discussion about lipo batteries, their care and charging. Eight people attended and that turned out to be a worthwhile evening with quite a bit of equipment on show and enough discussion to keep us all interested, so it's likely that we will repeat the exercise in the future with a different theme.

We flew today, March 30th, at Tuamarina, a round of the NDC competitions known as ALES Radian, it is typical of the kind of flying we all enjoy. ALES competitions require the model to be fitted with a barometric/timer switch. This turns the electric motor off when a designated height or time is reached, in this case 200 metres or 30 seconds, whichever comes first. The idea is to get everyone starting their glide from the same altitude after climbing under motor power - in Radian we are all flying similar models and aiming to record a seven minute flight with a spot landing at the end. Sounds easy and sometimes there's lots of lift around and making the time is not difficult, but you lose points for going over the time and the spot landing bit takes considerable skill. On other days there seems to be nothing but sink and a four minute flight may be the best available.

We are fortunate in Marlborough to have acceptable weather a lot of the time and today was a great example. I arrived at the flying field at 10 am to calm, clear and rapidly warming conditions, ideal for flying models. The following is the normal results e-mail sent out to all the glider guys - these scores will be sent to the national association, Model Flying NZ, to be recorded against other scores from around the country:

Here are the results of this month's final event, ALES Radian. Phil Elvy and I had already flown this event so did our duty as timekeepers for the other guys. The day was perfect for this kind of activity at Tuamarina this morning with a clear blue sky and just a whisper of wind, so it was not a surprise to see good times.

What was a bit of a surprise was to see Carl come out and blitz the field convincingly with a fine score for a first try at ALES. I've been trying to coerce him to compete for some time and as we all know Carl is an excellent pilot with tons of experience, but he adapted to this format very quickly and scored on every landing, which is not nearly as easy as it sounds. The score is calculated as one point for each second flown up to seven minutes with one point lost for each second over. Add to that landing points for proximity to a target disc on the landing area. In Radian we would consider scores over 1200 to be okay, over 1300 quite acceptable and over 1400 generally means someone else is flying - maximum possible is 1410.

Great flying from Trev once again - when he figures out the landings under pressure he will be a menace to the rest of us. I think the best conditions were beginning to fade by the time Phil Sparrow flew so he scratched out a couple of good times all things considered. His second flight was a bit of a disaster when he climbed across the sun and lost sight of the model. Once he re-acquired it, in a steep dive, he had to figure out whether he was upside down or not and by the time he'd got things properly under control again there wasn't much altitude left - a pity but you learn from these little dramas and at least he caught it in time and avoided colliding with planet Earth.

Event 75 - ALES Radian

Rex Ashwell MFNZ #10746

Flight 1 - 7 min 00	420 points	25 landing	445
Flight 2 - 7 min 02	418 points	50 landing	468
Flight 3 - 7 min 01	419 points	50 landing	<u>469</u>
Total -			1382

Carl McMillan MFNZ #8446

Flight 1 - 7 min 05	415 points	25 landing	440
Flight 2 - 7 min 11	409 points	25 landing	434
Flight 3 - 7 min 03	417 points	25 landing	<u>442</u>
Total -			1316

Trev Faulkner MFNZ #

Flight 1 - 7 min 00	420 points	25 landing	445
Flight 2 - 7 min 01	419 points	00 landing	419
Flight 3 - 7 min 10	410 points	00 landing	<u>410</u>
Total -			1274

Phil Elvy MFNZ #11020

Flight 1 - 5 min 40	340 points	00 landing	340
Flight 2 - 6 min 57	417 points	00 landing	417
Flight 3 - 7 min 01	419 points	50 landing	<u>469</u>
Total -			1226

Phil Sparrow MFNZ

Flight 1 - 7 min 03	417 points	00 landing	417
Flight 2 - 3 min 00	180 points	00 landing	180
Flight 3 - 6 min 01	361 points	00 landing	<u>361</u>
			Total - 958

While all this was going on Allan Baker was off to the side making a hell of a racket (gliders are quiet) with a couple of elderly control line models. Quite entertaining for those that hadn't seen this type of activity. Normally when flying control line you start the motor and get someone to hold the model then release it once you have walked to the centre of the circle and picked up the handle. Allan flies on his own a lot so he has devised a cunning release mechanism which holds the tail of the model until he yanks a cord which pulls out a pin and he's away. This works well, but on one flight he got the cord tangled around his legs and slowly wrapped himself up as he rotated. Eventually he had to decide whether to try to do a powered landing (crash?) or fall over - fortunately he did a good job on the landing with just a broken prop the result.

We would love to see a few more pilots come and join us for a few hours of soaring. If you are interested drop me an e-mail: <mailto:rex.ashwell@xtra.co.nz>

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

MAMS Membership and Subscription Structure

Fees for this year are to be determined at the AGM

Ordinary Member (all Sections)	S55.00
Family membership	\$60.00
Junior Member	\$35.00
Country Member (+40km from Blenheim)	\$35.00
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 \$75, Junior \$20, and Family \$80, paid to MAMS.***

*NOTE: MFNZ Fees must be paid to the club before **31 March**. New members joining after 1st January can be charged a full year fee and they will be recorded as financial members of the 2018/19 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.

(**New** members who have joined and paid their Subs from December 2017 onwards are still considered paid up club members for 2018/2019 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 **June** issue to the editor a few days before the end of **May**.