



# *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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## August 2023

### Committee Meeting notes for June/July

The past two months seem to have gone quickly in spite of the Winter weather affecting many outdoor activities – it has been much more inviting to stay warm indoors working on projects or other leisure activities. The variable weather has affected many people throughout the land and we have noticed not as much model aircraft flying or yacht sailing on the pond. A planned train running birthday party has had to be rescheduled because of forecast rain. We did have a remarkable weekend early in the month when a team from Christchurch came to help with our track project and also to hold twilight train rides as well as helping with the regular

monthly Sunday train ride. It was very cold but many families braved the weather and turned out for the occasion and it was a joy to see the pleasure we were able to give them. Our thanks to Ben and his team as well as our members who did such stirring work.

Work on the track project continues, as has maintenance of the ground level track with sleeper replacement and re-alignment. Our two-yearly re-registration with Work Safe and the local Council has been approved after a successful audit.

The access road to the Tuamarina flying site was badly affected by the Wairau River flooding a few months ago and made access difficult. Initial approaches to the Council for help in repairing the road were not very promising but we were very pleased to see a local contractor carrying out remediation recently. This was not for us particularly as the road is used by heavy vehicle traffic but we have benefitted and flyers are now able to get to the flying site.

We welcome Alan Trow as a new member in the Engineering Section and trust he will enjoy his time with the Society. We look forward to seeing the NZR Baldwin loco built by his father operating on the track before too long.

Thank you to members who have renewed their annual subscription. However, there are still quite a number who have yet to do this and your prompt attention to this would be appreciated. The annual subscription remains the same:

Ordinary/Senior Membership - \$60,  
Junior/Country membership \$40  
Family membership \$65

Banking details are at the foot of this newsletter. Your prompt attention to paying subscriptions would be appreciated, please.

Nigel Wood  
Secretary  
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### **Boating Section**

Boating has lost a couple of Sundays due to crap weather. Has been little or no wind for the yachts. All the electric boats seem to be running well now.

My winter madness project now ready for water trials. Basic boat was bought as a fund raiser for NZ lifesaving when on a trip up north. The original out board set up was hopeless. Not really acceptable even as a kids toy. Dummy Outboard now acts as rudder. Has 2030 Brushless in-runner motor with 30 amp ESC. Be interesting to see run time on 2000millamp 7.4v battery and hopefully motor won't get too hot.



(Ray)

### **Flying Section**

As mentioned above there has been a lot of work done on the access road to the airfield since it was damaged in the floods a few months ago, it is still a bit bumpy along the south side of the field but not too bad.

My scratch built DR107 One Design model that has featured in previous Newsletters has now flown several times and is going quite well. On about the fourth flight I attached a camera in front of the canopy to take some video as I was exploring the handling characteristics, click on the link if you are interested, about 6 minute video ( <https://youtu.be/vkl0gP4awXY> ),

It has had more flights since then and goes well, the Saito engine runs well after replacing the rusty valves.

(Carl M)

### **The Soaring Scene**

I recently wrote an article for the Model Flyers World in conjunction with Kevin Botherway of the Hawkes Bay Club. Kev's the MFNZ Competition Manager (and a multiple World Champion) and the idea was to introduce and promote the latest competition class that's been adopted by the Soaring SIG and is being flown in NDC for the first time this year. This is E-RES, short for Electric - Rudder, Elevator, Spoiler, referring to the launch method and the controls allowed. The class started in Europe several years ago, the idea being to return to simple, low cost models that could be home built. The models are conventional balsa construction with carbon fibre use restricted to spars, leading edges and tailbooms, and RES is a class for 2 metre gliders to be launched by bungee.

In this era where most people are flying large and very expensive professionally built composite models in order to be competitive, the idea of something affordable has great appeal and the new class spread rapidly through Europe and the Americas. It wasn't long before electric versions started to appear and after the Aussies started competing with these it was inevitable that NZ would get interested as well. E-RES is currently a provisional class which looks likely to catch on. There are now a wide range of CNC cut kits on the market as well as a few ARF models and it appears they are all reasonably even in performance so competition success is not just dependent on owning the latest or most expensive model.

I built a model called the X-RES in 2017 as I was intrigued by the surge in popularity in Europe of the RES concept. Since returning to aeromodelling after a forty-odd year break my interest has centred on competition soaring and most of my models have been of the composite ARF "buy it and fly it" variety that one needs to be competitive. That was fine for flying but it didn't satisfy the urge to build, and the idea of a return to basic, build it yourself wooden models interested me. It also seemed like the kind of event that might attract more traditional modellers as well as introducing some to construction rather than just purchasing something almost ready to fly.

My X-RES kit came from Hyperflight in England and I bought a European spec bungee rubber at the same time. The kit was straightforward to build and of good quality materials and well finished parts. Construction was very traditional being all wood, including the spar, which is almost universally carbon fibre in the current crop of models. The days of following the printed line with a knife have gone though, and CNC with a router or laser provides crisply cut parts that slot together precisely and make the job relatively easy, especially compared to my memories of hacking at hard balsa with a razor blade in the 60s and 70s.

Perhaps the biggest change is in covering materials - with each model I build I get a little better at covering and this model represented a significant step forward. The result is a simple, good looking glider that flies very nicely and goes up the bungee line with ease. I had hoped that this straight glider class might be adopted in NZ but ultimately we decided to go down the electric route, which seems a pity to me, but bungees may not have gained much support I suppose. I have also used this model in NDC winch events using a hand towline and it does okay.



Fortunately I had a model on hand when it was decided that e-RES was the future. I had bought an untouched PuRES kit from Paul Lagan's estate in 2019 and it was stored under my bed waiting to be built. The structure of this model is quite different to the X-RES as it has a pod and boom fuselage using a carbon fibre boom and a vee tail. The wing has a carbon fibre spar and leading edge as allowed by the rules so it's quite different from the X-RES. The kit was a glider and I converted it by fitting similar electrics to those used in the Australian designed Medina. Again everything was good quality and construction was straightforward. The finished model flies well and I think it could compete well in most of the electric events although the size obviously limits the range - not such a bad thing actually as my eyes age.



We have three other E-RES models in our group and I decided I would like to build another, hence a Purito was selected after checking out the options and the PuRES will get a new owner to boost the numbers further. I'm impressed with the Medina but there are already plenty of them around and I wanted something different, besides most of the Medinas in the country are ARFs which seems a step away from the origins of this class - inevitable I suppose as not everyone wants to build and reality is that the cost is not a great deal higher if quality components are used.

Some of us do like to build though and within the Marlborough soaring fraternity Garry Morgan is a very skilled modeller who designs and builds his own models and spurns the idea of kit building. His latest RES model is an example of his philosophy that lighter is better for soarers and he's consistently demonstrated that philosophy works. Most E-RES models weigh around 450 to 470 grams, with the odd lightweight being turned out near 400 grams. Garry's ready to fly weight is 316 grams - it's a soap bubble! Early trials indicate that it penetrates well and is capable of flying in a modest breeze although I don't think there will be many

aerobatic demonstrations with this one. It certainly doesn't appear to be flimsy but it is super light so some caution in the way it's flown is inevitable.



Unlike Garry I'm a slow builder but I enjoy the process - and there is no hurry after all. Big composite models are wonderful to fly (my 4 metre Vladimir's Plus is great) but there is something about flying a model you have built and I've found my RES models very satisfying. Two metres is a convenient size for a model, big enough to fly at a reasonable distance but small enough to cart around in a small car. Prices are easing upwards but most kits represent good value and they are great fun to fly. This is a new class that deserves to become popular so pick one out of the wide range available and join us at the flying field.

Rex Ashwell

## **For Sale:**

5”g NZR AB class locomotive to the scale of 1.428” Also the WAB.

1. Cylinders – Covers – core boxes
2. Saddle.
3. Smoke box door and ring
4. Cylinder inside plates and truck centre
5. Wheel Drivers – Truck and Tender
6. Axle box horns
7. Motion bkts L & R
8. Front deck weight
9. Boiler domes
10. Various other pattern for WAB rear truck, bkts and tank supports.

7 1/4”g NZR BA or BB class locomotive.

1. Cylinders, covers, core boxes.
2. Wheels --- Drivers, truck and tender,
3. Motion bkts,
4. Smoke box saddle centre, core boxes.
5. Axle box horns and spring bkts.

5”g NZR T class 2-8-0 Baldwin locomotive scale of 1.428

1. Large number of patterns including cylinders, wheels, domes, tender base etc.

4” scale Burrel traction engine, as a double crank compound locomotive or as a SCENIC SHOWMAN'S ENGINE.

There are a large number of patterns for this engine, all that is required to construct Live Steam Models design.

7 1/4” 2-6-6-2 Baldwin design similar to the UINTAH locomotive but without the side tanks.

All the patterns for the frame assemblies for both engines that include:

1. Tue cylinder sets
2. Frames, front and rear,



3. Wheels drivers and coupled,
4. Various frame spaces motion bkts, pilot beam, and more.

There is a full set of castings for this engine. Several drawings are also available but no tender details. There are many designs out there. Contact Win Holdaway.  
7 1/4" g 2-8-4 NPR BERKSHIRE LOCOMOTIVE

This is a highly detailed and quite large and complex locomotive.

1. Cast main frames (SG Iron)
2. Rear frame cradle (SG Iron) this is a large complex casting
3. Rear four wheel trailing truck, this is also a large complex casting.
4. Cylinders one casting including SB saddle and a number of core boxes
5. Frame spaces, motion and gear crass bkts fully cored.
6. Pilot beam and bkts cored.
7. Smoke box door and ring.
8. Chimney.
9. Tender bed large pattern.
10. Buckeye six wheel tender truck side frames.
11. Various other small items.
12. The driving wheel patterns are held by Mr P Grounds.

There is available a full set of castings for this locomotive also many components that have been machined. Also the tender tank sides have been water jet cut including all rivet holes and CD with all the tender tank parts. The boiler material is included. Contact Win Holdaway.

For more details regarding all the above items please contact **Win Holdaway** at 03 5784749 or email [winlyn@xtra.co.nz](mailto:winlyn@xtra.co.nz)

## **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 2022 onwards are still considered paid up club members for 2023/2024 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 **October** issue to the editor a few days before the end of **September**.