



Piston'n'Prop.

Newsletter

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

President: Philip Gibbison** **Secretary:** Nigel Wood* **Treasurer:** Kelly Ryan
Ph: 5780016 **Ph:** 5787086 **Ph:** 5792991
Vice-President: Kelly Ryan **Ph:** 5792991

Committee Members:

Ray Gleeson	Ph: 5779790	Peter Deacon***	Ph: 0212107769
Ron Perkinson	Ph: 5789699	John Bolton	Ph: 5789573
Mark Taylor	Ph: 5789885	Michael Dudley	Ph: 0220190664

* Primary contact person for Engineering section

** Primary contact person Boating section

*** Primary contact person Flying section

Newsletter Editor: Carl McMillan*** **Ph:** 5780716 **Email:**
carlmcmillan101@gmail.com

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 carlmcmillan101@gmail.com

August 2024

Committee Meeting notes for June/July 2024

June and July mark the half-way point through the year which is a sobering thought as to the swift passage of time. The weather has been variable with unusually mild temperatures interspersed with periods of rain and cold. I hope those of you not in paid employment all have been able to make the most of indoor days in the workshop or wherever you do your modelling. It seems that spring is not so far away with the appearance of daffodils and other spring blooms. Grounds maintenance at the park has been paused because of the cold and wet conditions,

even though there has been a lot of growth, but a few hardy souls have been carrying on with sleeper replacement on the ground level track. Progress in this program is slow but steady and there is a marked improvement in the quality of ride. Thanks David and Jim and others.

We were saddened by the death of Gary Morgan in June and our thoughts are with his wife and family. He was very active in the flying section.

We were pleased to welcome new members to the club and trust they will make friends and enjoy using the club facilities and their time among us. These are Oliver Duncan (Engineering Section), Daniel McHaffie & family (Flying Section) and Dean Hill (Flying Section).

My thanks to those who have paid their annual subscriptions. There are still a number of members who haven't yet paid and your attention to this matter would be appreciated.

The track project is completed and awaits a MEANZ Audit followed by WorkSafe certification. Ron has managed to complete the electrical installations and is overseas enjoying a well-earned holiday with his family.

We have had a number of train ride parties for birthdays and pre-school play groups. It is pleasing to see the enjoyment that these young ones and families/carers experience.

Nigel Wood
Secretary
email: woodng@xtra.co.nz

Boating

(No report submitted)

Flying Section Update – August 2024

Welcome to our New Members!

Several new pilots have joined MAMS recently - or are in the process of joining - including Josh Halstead, Daniel & Jeff McHaffie, Clint Hart and Dean Hill. It has been a pleasure to see Josh, Clint and Daniel at the field over the last few weeks putting their models through their paces and I look forward to seeing our new pilots and existing members at the field more often over the coming months as we head into Spring.



Figure 1 Daniel McHaffie taxiing his P51 for the next sortie

Recently seen at Quaildale

On Saturday July 13th seven MAMS pilots arrived at the Quaildale top-dressing field to fly gliders and towplanes. It was a chilly start with a frost on the ground but by mid-morning the sun had worked its magic melting the ice and warming the fingers of the participants just enough so we could hold our transmitters and feel the sticks! I flew my 1/3 scale Pawnee, which handles like a big trainer being steady and predictable in the air, and towed Sam Laidlaw's 4m LS8 sailplane several times. There was little lift around but the LS8 is a fine glider and Sam was able to get several quite long flights after releasing from the tug at around 1000ft agl.

Chris Hagen had brought his new purpose-built trailer with lots of toys inside, including a beautiful 1/4 scale Cub and an electrified 3.5m ASW15 glider. Unfortunately the Cub did not fly due to a flat ignition system battery but his ASW15 flew beautifully from a hand launch and landings were smooth and scale like. With a 4s battery installed the glider should easily be able to roll off the ground under its own power. Chris appeared to be very happy after the successful maiden flight – seen here with Sam Laidlaw from Nelson who assisted with balancing the model to get the C of G just right before the flight.



Figure 2 Chris Hagen and Sam Laidlaw after the ASW15 maiden flight



Figure 3 Pawnee tug and LS8 glider



Figure 4 Pete Smith launches his Multiplex Solius 2m glider

I will be arranging more flying days at Quaildale through Oct/Nov/Dec and will notify members of these dates once confirmed with the landowner - watch this space.

Recently seen at Tuamarina

There seems to have been a bit more flying activity at Tuamarina lately with the slightly improved weather and I have endeavoured to capture some of the people, planes and action – see photos below.



Figure 5 Daniel's P51 takes off



Figure 6 Razvan's Potez 25 sesquiplane, Trev's Carbon Cub and my Morrisey Bravo



Figure 7 Potez 25 on final



Figure 8 Karl's impressive P47 Thunderbolt



Figure 9 Razvan's SET 7K Romanian bi-plane



Figure 10 SET 7K overflying the runway

WhatsApp 'MAMS Chat' group

A WhatsApp group called 'MAMS flying' has been set up by Phil Elvy, and members can subscribe to this by contacting Phil directly. The group is intended to be used for co-ordinating group flying activities (mostly NDC gliding) at Tuamarina and for sharing up to date information about the field status and weather conditions etc. It is not to be used for general chat. However we could set up another WhatsApp group for sharing more general information of relevance to RC model building and flying. Let me know what you think of this idea via email/ txt or speaking to me at the field and if there is enough interest I will set up the group.

Peter Deacon

The Soaring Scene

The glider group continues to compete regularly in the NDC competitions, and our results continue to be creditable, although we are currently trailing Christchurch by quite a bit. We are solidly in second place and there are a lot of events left yet - what we need is some good Marlborough weather to get us back on track.

Everyone in our group is capable of topping the local scores in an NDC event, and while the competitions are always amicable with everyone helping and encouraging one another, sometimes the results demonstrate how intense it can be. A classic example of this occurred recently in an F5J event and it illustrates why, if you enjoy competing, soaring can be exciting.

F5J is an FAI regulated international class at which the NZ team of three pilots are the current World Champions, having won the title in Bulgaria in 2023. The rules allow for models up to 4 metres wingspan using an electric motor for the initial climb. The motor run is limited to 30 seconds, but unlike most events we fly, there is no limit to launch altitude. Instead there is a penalty of 1/2 point for each metre up to 200 metres, then 3 points per metre above 200 metres. Obviously, the higher you climb the greater the penalty, but depending on the conditions you may need to climb fairly high to achieve the target time.

The aim is to fly for 10 minutes, gaining 1 point per second of flight, and finishing with a spot landing measured from a target spot to the nose of the model once it comes to rest. Less than 1 metre from the spot is 50 points, less than 2 metres 45 points and so on down to 5 points for less than 10 metres. So the score for each flight is calculated as time flown (maximum 600 points) plus landing (maximum 50 points) minus the launch height penalty. To work all this out the models have a small electronic device fitted to limit the motor run time and measure the climb altitude, which is displayed on a small screen after landing.

At our most recent F5J event Phil Elvy and myself were locked in a very close battle. This was on a day when the air was smooth but there were no thermals to be found. That means no strong lift, so careful flying to minimise altitude loss was required, plus a reasonable starting height, which the pilot has to guess at as no instrumentation is allowed to assist this. Four flights are required, as shown in the results below. It's worth noting that there were another four MAAMS competitors in this event - these two are being used here to illustrate how close these competitions can be.

Event 424 - F5J

Phil Elvy MFNZ #11020

Flight 1 Time - 9:41 581 pts Landing - 50 Climb - 196 metres Penalty - 98.0 Total: $581 + 50 - 98.0 = 533.0$

Flight 2 Time - 9:52 592 pts Landing - 40 Climb - 169 metres Penalty - 84.5 Total: $592 + 40 - 84.5 = 547.5$

Flight 3 Time - 9:57 597 pts Landing - 40 Climb - 170 metres Penalty - 85.0 Total: $597 + 40 - 85.0 = 552.0$

Flight 4 Time 9:52 592 pis Landing - 45 Climb - 178 metres Penalty - 89.0 Total: $592 + 45 - 89.0 = 548.0$

Total =**2180.5**

Rex Ashwell MFNZ #10746

Flight 1 Time - 9:59 599 pts Landing - 45 Climb - 203 metres Penalty -109.0 Total: $599 + 45 - 109.0 = 535.0$

Flight 2 Time 9:56 596 pts Landing - 50 Climb - 171 metres Penalty - 85.5 Total: $596 + 50 - 85.5 = 560.5$

Flight 3 Time - 9:38 578 pts Landing - 50 Climb - 171 metres Penalty - 85.5 Total: $578 + 50 - 85.5 = 542.5$

Flight 4 Time - 9:58 598 pts Landing - 35 Climb - 184 metres Penalty - 92.0 Total: $598 + 35 - 92.0 = 541.0$

Total =**2179.0**

That 1.5 points difference represents just 1.5 seconds after almost 40 minutes of flying, or 500mm of altitude on the first flight, or 30mm on the spot landing. For NDC these are pretty good scores, even though both had one short(ish) flight and shed a few landing points. The biggest difference from other areas are sometimes seen in the climb altitudes. If the conditions are right (lots of thermals) it's not unknown for competitors to only power climb to 10 metres then pick up a thermal and continue circling in the column of rising air to climb to well over 200 metres. The resultant penalty would be only 5 points, but of course, if you do that and don't catch the lift your flight time might be less than 2 minutes, so it's a risk and reward system.

Vale Garry Morgan

We all lost a great friend when Garry Morgan passed away on the 1st of June. Garry was a man with considerable accomplishments in the aviation world, first as a modeller, then as a hang glider pilot, glider pilot, private pilot and aircraft

designer and builder. The son of Bill Morgan, the first president of MAMS, Garry completed an apprenticeship as a carpenter in Blenheim then immediately headed to Australia on a shoestring to make his fortune. He was a self taught engineer who eventually formed his own company, Morgan Aeroworks in 2002, and went on to produce a range of modern light aircraft.

When Garry retired and returned to live in Renwick with his wife Kris, he was quickly involved in his passion, glider flying, both full size and with R/C models. He joined us just as the MAMS glider group was getting underway and quickly made his presence felt. He was a skilful pilot who designed and built an increasingly sophisticated array of models that ultimately could hold their own against the best that were commercially available. Always ready to help anyone he was recognised nationally as an enthusiastic competitor, but also as a skilful builder who was becoming the go-to guy to repair seriously damaged composite models.

To us he was a good mate, a good flyer and a guy who kept us all amazed with the models that he built - a genius in his own way. He fought against illness for a long period but it was an impossible battle and he ultimately succumbed to cancer. Many of Garry's models were sold before his death and some went to members of the glider group and to locals that he thought may become interested and join us. Allan Baker has Garry's final big model, one evolutionary step after the one in the photo below, Carl has an RES model and Phil Sparrow has a 3 metre model, so the master builder may be gone but his models will keep reminding us of what we are missing.



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 must join **MFNZ** for an **additional** annual affiliation fee of: **Senior \$95 Junior (under 26) Free, 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. *Peter Deacon* 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 **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 MAMS and paid their Subs from December 2024 onwards are still considered paid up club members for 2025/2026 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 **October** issue to the editor a few days before the end of **September**.