



# *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 [carlmcmillan@ihug.co.nz](mailto:carlmcmillan@ihug.co.nz)

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**December 2014**

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**NOTICE TO ALL MEMBERS.**

**HERITAGE DAY FRIDAY 6th FEBUARY.**

Format for Friday 6th. 10 am to 4 pm. will be as previous years with both tracks and boat pond operating. Plus a static exhibition in the club rooms Friday only. Heritage Day is the only day that we earn revenue for the club and it is hoped that whatever your interests are we would like your help to run this once a year event. The two small Railway Tracks are the only form of revenue earning which helps out with much needed finance for general maintenance; it also helps to keep our club fees to a minimum. If you think you can help in any way on Heritage Day please contact club Secretary Nigel Wood 578 7086 or a committee member.

Our club has given an invitation to kindred Societies to join us during this weekend, with a good number so far having indicated that they will be attending.

**Saturday 7th & Sunday 8th.** These two days will be for entertaining our visitors from kindred societies. Boat Pond and both tracks will be running during this time. Boaties are also encouraged to operate during these two days. The R / C Flying lads may like to invite Visitors and Members out to their flying field on the Sunday morning? During the Saturday and Sunday Mornings we plan to take our visitors and members to visit the Running of the Power Boards two Historical Standby Generator diesel engines. These two large engines are part of our local heritage. We should be proud to still have them here in Blenheim. Plus we have a very interesting Engineering firm at Omaka that is building Rotary Engines for replica World War One veteran planes being built locally and around the world. Visitors may also wish to visit the world class Aviation Museum at Omaka.

**Catering;**

There will be morning and afternoon teas available for all and lunches provided for visitors (and club members if they so desire). Catering is well underway.

Grace Wood is in charge of this and should you be able to help out in any way please contact Grace 578 7086.

**Sausage Sizzle;**

Nigel could also do with a helping hand, as this is a major contributor to our funds. If you can help phone Nigel 5787086

**Exhibition;** This static display in the club rooms hopefully will show visitors and public a good cross-section of members talents and efforts within our club.

The exhibition will be put together with models that will not be in use during our operating day. Should you have something of interest to display please contact Peter Holdaway 578 6165.

**Track running;** There is a major need for helpers at the stations with passenger loading and unloading and generally helping to keep our operations to a friendly and safe day out for Mum, Dad and the Kids. If they have a happy day they will come back.

**Parking of Vehicles;** It is a very necessary request that we keep all road ways clear of parked cars. This also applies to our road way access. The Road way is needed for the Public to walk through in safety during Heritage Day. There is plenty of parking in the main car park. More on this later in February Newsletter.

**PLEASE NOTE; SATURDAY EVENING BBQ for visitors and members.**

**Committee Meeting notes for Oct/Nov**

2015 Heritage Day - please read the associated article dealing with the arrangements for the weekend. Your presence and help will be most appreciated for a successful and enjoyable time.

We welcome new members Nick Hide (flying) and Andrew Parley (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.

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 21st October 2014.**

6 members attended this meeting.

Ken McIntyre commented that the club grounds are to be tidied up before Heritage Day and help from club members is needed for this.

His rotary engine is running but this is not sustained and he wonders if the timing/dwell of the points could be the problem. The boiler clack valves for Southern Belle have Perspex transparencies which tend to pop out so he made a 56 TPI threaded housing and cover which appears to be sufficient to hold the cover in place. The covers are mainly cosmetic but the displacement of the transparencies has been a nuisance.

Samuel Ward was in Blenheim and paid a visit, bringing some Meccano constructions which demonstrate various mechanical functions. These had been put together by a friend in Christchurch for entertaining/education of youngsters. These were very ingenious and led to much discussion and reminiscences about Meccano.

Bill Ward has been potting, currently creating a 30 inch tall pot, and is pleased with progress.

Tom Hood needs to make a new regulator for his Sweet Pea as there is internal leakage.

Mark Taylor has made contact with Work Safe NZ concerning the design verification of Duplex boilers and has been given a list of engineers who are able to certify designs. Peter George explained to Mark why the ASME Code has not been accepted in NZ. If Mark produces a design with structural analysis and

submits this for design verification, it is probable he would get authorisations for that particular boiler. Welds and material preparation are the greatest concern. Mark is making enquiries at present.

Allan Knox flew Mark's 1/4 scale Pawnee during the weekend - it flies well but landings still causing problem and replacement propellers are getting expensive! Mark had made a hand pump for his Phantom and had photos of the partially assembled loco. This is looking very smart with boiler cladding fitted. He is planning to put steel tyres on the A3 Flying Scotsman as the treads are worn and the flanges are damaged.

John Neal reported that his Tich is still in the milling machine where he is working with dental burrs to open out the steam ports.

The session closed at 9.15 pm.

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### **Steam Section Meeting 18th November 2014.**



6 members attended

Ken had his fully assembled rotary engine complete with prop and pulsometer fitted. Has had 3 runs of 3 - 5 minutes each time and is pleased with progress. Starting the engine single-handedly with the prop fitted is hazardous and much care is needed. He set up a remote kill switch to improve the situation. When turning the engine over it was noticed the spark at the points is tracking to earth so some form of added insulation is required to get full effect at the spark plugs.



Mark Taylor has been awarded a Traction Engine Driver Competency certificate which will enable him to drive the traction engine on public roads. He showed a steel tyre ring roughed out for the A3 Flying Scotsman. Made from a slice of 4340 steel with the centre cut out using a water jet cutter. He showed the body of his MkII oil pump for the Phantom which he milled

out, The MkI pump was too big to fit in location conveniently.



Nigel showed his Sweet Pea regulator with stainless sleeve and poppet valve.

There was much discussion on the proposed raised track extension which would add 200 metres to the current track. Because of factors including member's numbers and abilities it was considered that timber posts and beams construction similar to the Christchurch club track at Halswell could prove more feasible instead of fabricating posts and beams in concrete like the rest of the track. Mark had

done a rough estimate of costs and considered it was achievable given current resources. Heavy work such as post hole digging could be contracted out. Consultation with Christchurch club and others is needed as well as investigating whether there are regulatory factors involved. Tom would bring a sketch of the proposed extension to the next meeting for consideration.

The meeting closed at 9.30 pm.

Nigel Wood

### **Boat Section Report**

Well we can't complain about lack of wind can we! After very little during the winter and spring months we've had some very gusty boat breaking days, I've had a sinking and Jamie has been dismasted. Maybe we need to look seriously at when we should call it quits.

We've had some problems with the pond recently. When we went to clean it we had no water coming in and when we did clean it we yet again had problems getting the water out of it. After several hours over a few days the pond is now filling but we will need to look at the drain pipe issue before we clean it next.

Thanks to all who have helped over the last two weeks to get the pond sorted. On a brighter note we have had some good sailing days and some good social time together. We had our first section meeting last month with seven members present. It was a great night and lots of informative and helpful discussion took place. We have our next meeting on Dec 4<sup>th</sup>, 7.30 at the club room. Feel free to come and ask questions or just be involved.

Allan H asked about sharing time on the pond between electric power boats & yachts, Graeme also aired the same concern. The point is a very valid one and it was decided we have 20-30 minute time slots for each discipline so everyone had a fair go. The key to this working is that people must say they are waiting for some pond time otherwise how would we know. So please be aware that other may want to use the pond.

We have requests from two modellers asking if anyone has a RC yacht for sale, around 28 to 32 inches. If you have one or know of one please let me know.

Model of the year is on Tues 9<sup>th</sup> Dec. this is a good night to come and catch up with other members of the club that you may not get to see. Bring a completed model or one you're working on, its great to see what is going on around the club.



I have some photos of Allan Holdaway's recently completed Harbour Defence launch. This looks stunning on the stand and better in the water. I'm sure it will be at model of the year.

Looking to next year we have Heritage Day coming up. This is a three day expo and it would be good to have as many boats as we can over the weekend. Please come for at least some of the time. We plan to hold a steering competition over the weekend.

Philip.

### **Flying Section report.**

We welcome Nick Hide back to the club after a couple of years away. Flying at Tuamarina has been going well lately, the last couple of Sundays I have been out we have had five or six flyers with a selection of models, up on previous months. Some nice models, and good flying going on, great to see, keep it up. I

am not sure how much flying the week day flyers are getting up to, but if anyone wants to write something up for the newsletter I will gladly print it to share with everyone (see newsletter date and deadline at the end of the newsletter). Slope soaring has been going well but numbers are down. All flying so far has been at Meadow Bank, which works well for Northeast, east, Southeast and Westerly winds. Conditions have generally been strong, great for flying wings and higher performance models.



Unfortunately a couple of weeks ago after having a very good flight in strong and strengthening Westerly conditions with my Condor I made a mess of the landing and got blown backwards into the top of a pine tree, there was a huge clear area for landing but I had to find the tree. Allan has been having fun, his models go well whatever the conditions. On a couple of lighter days Robert and Philip have flown their Radian Electric Gliders, which have performed well on the slope (although Robert did have an issue with a problem elevator servo or linkage). These models are great for leisurely thermal soaring on calmer days out at Tuamarina as well (tempted to buy one myself).

Don't forget the **Model of the year** meeting is on Tuesday the 9<sup>th</sup> of December at 7:30pm at the clubrooms at Brayshaw Park. It is one of the few times all sections of our club get together to discuss issues and see what we are all doing. If you have built models, or are building models, and want to show the members bring them along (you may win a trophy). I will take my partially built F6F Hellcat Fuselage and a few bits along.

**Heritage Day, 6<sup>th</sup> February 2015 (10am to 4pm).** This is our annual fundraising day (along with the rest of Brayshaw Park) where all sections of the club can get together, display our models to the public, and support the Engineering section providing rides to the public. See the notice at the start of the newsletter. It would be nice to have a few model aircraft on display in the Clubrooms.

The Flying section is usually expected to provide a few members to staff the gates and collect money (donations- gold coin entry fee) from the public for an hour during the day, if anyone can help with this please let me know. If anyone is willing to help out on the day, supervising the displays, helping at the train stations or with the Barbeque that would really be good, please contact Nigel Wood or myself.

At Tuamarina I see someone has been driving up the stop bank at the flying site. I hope it is not one of our members, but if it is, please stop. If any damage is done to



the Stop Bank at our site it will get us seriously off-side with the council and could possibly jeopardise the future of the site. If you want to play with four-wheel driving I recommend joining the Four-wheel drive club, I was a member a few years back and highly recommend it.

The field at Tuamarina is working out really well. Errol has been marvellous and is keeping the paddock mowed and it looks really good. I have been mowing the runways and carpark areas with the Gang-mowers. The mowers have been doing a good job but are showing their age, not cutting so well and one of the three is starting to play up, I am not sure how much longer they will keep going. Just something to keep in mind we may need to do something with them in the not too distant future.

Something else to think about is do we need to do a bit of work levelling the humps and hollows in the main runway. If it needs to be done, it would probably be best to do it in early autumn next year.

If any members have any comments on anything regarding the club, please feel free to get in touch with me.

Also well done to all those competing in the NDC competitions (see Allan's report below)

Have fun, Fly safely. Cheers, have a good Christmas everyone.

Carl M.

### **Allan's Report for October and November**

We have wrapped up another very successful year of National Decentralise Competition (NDC) flying. Lots of events with participation from members of both local clubs. It is very rewarding to see how members of both clubs can work together in this environment and share venues too. Thanks so much to Peter Deacon, Allan Baker, Ken McMillan, Rex Ashwell, Philip Gibbison and Peter Graham for supporting this sporting side of our hobby. Thanks too to the guys who came and timed for us occasionally principally, Carl, Karl, Grant, Marf and Murray. I hope I haven't forgotten anyone! Onward and upward next year.

### **Event Reports:**

It was a lovely Sunday, 5 October out at MAMS field, perfect for Vintage flying with just a gentle SW and clear blue skies.

Allan Baker and I flew our Texaco A models with reduced tankage to meet the Open rules. We both run OS20 FS's.

It's a tough ask but we both maxed the first flight but I came up short on the second as the model struggled in sink.

Al's Zipper revelled in the conditions on his second flight. The engine quit at about 6 minutes at a great height but the model floated around for another 10.5 minutes in lovely air to make his second 15 minute max.

I can see why Zippers were such regular free flight duration winners in the late 30s. The Northerly swept in to upset Al's landing otherwise he would have had his 2 Maxes. Great score anyway.

Allan Baker. 1 st Vintage RC Texaco Open  
Model Goldberg Zipper 1939 Age bonus 11  
Flight 1 15 min 55 secs landing 20 = 920 Max  
Flight 2 16 min 32 secs landing 0 Age= 11 = 911  
TOTAL = 1831 points

Allan Knox. 2 nd  
Model Lancer 45 1938 Age bonus 12  
Flight 1 14 min 54 secs landing 20 Age = 12 = 920 Max  
Flight 2 8 min 33 secs landing 20 Age= 12 = 512  
TOTAL = 1432 points

Saturday 25 Oct, saw us back at ARA. Lovely conditions, gentle Nor Easter and sunny with lift about as the morning matured: Excellent flying conditions. We flew RC HLG to the NDC F3K rules. Just the 4 rounds of international tasks and raw scores submitted. Pete Deacon went really well again with his new Neo and Rex Ashwell flew his always impressive Stoble. The performance difference was very noticeable compared to my old Blaster 2 and Allan B's Gladiator. Time to upgrade!

Event 196 SOAR F3K Tasks B, D, G, H.

Peter Deacon, 1st  
Round 1, 312: Round 2, 525: Round 3, 573: Round 4, 581.  
TOTAL Score = 1991 points

Rex Ashwell, 2 nd  
Round 1, 235: Round 2, 405: Round 3, 563: Round 4, 570.  
TOTAL Score = 1773 points

Allan Knox, 3 rd  
Round 1, 355: Round 2, 210: Round 3, 447: Round 4, 449.  
TOTAL Score = 1461 points

Event 196 SOAR F3K Tasks B, D, G, H.  
Allan Baker, 4 th  
Round 1, 100: Round 2, 300: Round 3, 333: Round 4, 247.  
TOTAL Score = 980 points



*Top LH, Peter Deacon; Top RH Allan Knox; Bottom LH, Allan Baker; Bottom RH, Rex Ashwell. Flown at Ara.*

Next we flew the new Electric Sailplane class, ALES 123. This is an easy class and can be flown with any electric glider as long as you have an altitude switch. Demonstrating this, Rex flew his cute little 60 inch rudder/elevator Guppy. Allan B used his see through European 2 meter and I had an old adapted Onyx thermal soarer at 3.5 m but with a homemade electric fuselage. By the time we got to this event, the wind was getting up giving the bigger faster model the edge. Big lift if you could get to it. The low 123m (400 feet) launch height means you don't have long to find it!

Event 194 SOAR ALES123 Class M

Allan Knox, 1 st

Flight 1,	6 min 6secs	Landing 50 = 404 points
Flight 2,	6 min 4secs	Landing 50 = 406 points
Flight 3,	6 min 5secs	Landing 50 = 405 points
TOTAL = 1215 points		

Allan Baker 2 nd

Flight 1,	4 min 19secs	Landing 25 = 284 points
Flight 2,	3 min 53secs	Landing 50 = 283 points
Flight 3,	6 min 5secs	Landing 25 = 380 points
TOTAL = 947 points		

Rex Ashwell, 3 rd

Flight 1, 1 min 44secs

Flight 2, 1 min 50secs

Flight 3, 6 min 2secs

TOTAL = 672 points

Landing 50 = 154 points

Landing 25 = 135 points

Landing 25 = 383 points

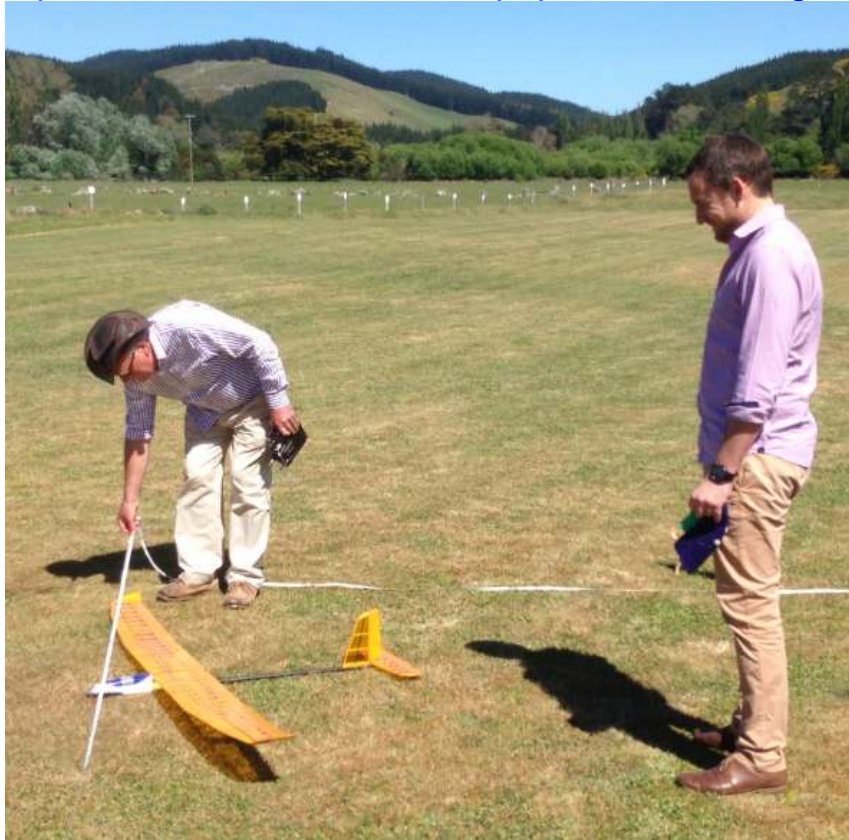


*Rex Ashwell, Allan Knox, Allan Baker*



*Rex with his little plans built Guppy. See the net address below for info on this great little model.*

<http://www.rcgroups.com/forums/showthread.php?t=539755&highlight=Guppy>



*Allan Baker checks his landing. Bruce looking on.*

Saturday morning November 10 at the MAMS field was perfect for our second to last NDC get together for the year. We flew ALES200 and Vintage RC precision as well as some Radian. The air was lovely early on and we had some very good scores around the target 10 minutes in the first two rounds then the sea breeze kicked in and the lift evaporated making for some lower scores. The Radian fliers were flying their first ever contests and really seemed to enjoy it. Peter Graham in particular did well with 3 x 7 minute flights. Radians are fantastic soarers in light air, everyone should have one. It was special for me to see Ken's Superior go so well (2 nd). We both put a lot of effort into the rebuild of this wreck earlier in the year.

This was our best supported glider day ever locally with 7 fliers, participation looks good for next year.

#### Event 217 SOAR ALES 200 Class N

Allan Knox 1 st

Flight 1	10 min 4 sec	Landing 45 = 641
Flight 2	10 min 7 sec	Landing 20 = 613
Flight 3	5 min 33 sec	Landing 50 = 383
Flight 4	4 min 31 sec	Landing 45 = 316
TOTAL = 1953		

Ken McMillan, 2 nd

Flight 1	9 min 10 sec	Landing 30 = 580
Flight 2	10 min 4 sec	Landing 0 = 596
Flight 3	6 min 3 sec	Landing 40 = 403
Flight 4	5 min 16 sec	Landing 40 = 356
TOTAL = 1935		

Peter Deacon, 3 rd

Flight 1	10 min 2 sec	Landing 45 = 643
Flight 2	10 min 1 sec	Landing 30 = 629
Flight 3	4 min 25 sec	Landing 0 = 265
Flight 4	5 min 15 sec	Landing 45 = 360
TOTAL = 1897		

Allan Baker, 4 th

Flight 1	3 min 55 sec	Landing 25 = 260
Flight 2	7 min 46 sec	Landing 15 = 481
Flight 3	10 min 19 sec	Landing 10 = 591
Flight 4	5 min 10 sec	Landing 45 = 355
TOTAL = 1687		

Rex Ashwell 5th

Flight 1	5 min 2 sec	Landing 40	= 342
Flight 2	3 min 11 sec	Landing 40	= 231
Flight 3	6 min 59 sec	Landing 50	= 469
Flight 4	4 min 10 sec	Landing 45	= 295
TOTAL = 1337			

Peter Graham: Radian ALES (Great result)

Flight 1	6 min 48 sec	Landing 0	= 408
Flight 2	7 min 15 sec	Landing 0	= 405
Flight 3	7 min 0 sec	Landing 25	= 425
TOTAL = 1238			

Philip Gibbison Radian ALES

Flight 1	4 min 7 sec	Landing 0	= 247
Flight 2	5 min 22 sec	Landing 0	= 322
Flight 3	3 min 42 sec	Landing 25	= 247
TOTAL = 816			



*NDC Electric Sailplane flying at a Tuamarina. A fine body of men. Al Baker, Allan Knox, Peter Graham, Philip Gibbison, Rex Ashwell, Peter Deacon and Ken McMillan.*

Allan Baker and I flew RC vintage Precision after ALES with some pretty good results. The sea breeze had kicked in at this stage an Al's Zipper got blown off the approach on his second flight otherwise he would have maxed out too.

### Event 221 Vintage RC Precision

Allan Knox, 1 st, Model Lancer, 1938, Age bonus 12

Flight 1            2 min 57 sec      Landing 20 = 200 (Max)

Flight 2            2 min 59 sec      Landing 20 = 200 (Max)

Flight 3            3 min 6 sec Landing 20 = 200 (Max)

Fly off             2 min 54 sec      Landing 20 = 194

TOTAL = 794 points

Allan Baker, 2 nd, Model Goldberg Zipper, 1939, Age Bonus 11

Flight 1            2 min 55 sec      Landing 20                      = 200 (Max)

Flight 2            2 min 59 sec      Landing 0 Age bonus 11      = 190

Flight 3            3 min 6 sec Landing 20                      = 200 (Max)

TOTAL = 590 points

It has been tough to find a calmish day around Marlborough in November but then it has been wild elsewhere too.

After trying to teach a bunch of kids (The Young Eagles) about RC flying in the morning we enjoyed nice conditions on Sunday afternoon, 23 November, for F3K, just a moderate NE at the BMAC's ARA field. The air usually works well in this direction with big lift cycling through but also significant sink and DLGs struggle to outrun sink.

Still, Peter Deacon posted an excellent result with his pristine Neo. I battled on with my Old Blaster 2 which was OK as the wind got up being a bit over weight (like it's Pilot). Both Rex and Ken had model changes and suffered a bit as a result. We finished the year at a local Pub. Very pleasant.

### Event 216 F3K Tasks B, D, G, H

Peter Deacon    1st

Round 1            288

Round 2            430

Round 3            572

Round 4            576

TOTAL =            1866 points

Allan Knox      2nd

Round 1            230

Round 2            430

Round 3            495

Round 4            488

TOTAL =            1643 points



Rex Ashwell	3rd
Round 1	307
Round 2	310
Round 3	368
Round 4	359
TOTAL =	1344 points

Ken McMillan	4th
Round 1	292
Round 2	310
Round 3	308
Round 4	382
TOTAL =	1292 points



*Peter Deacon, the King of DLG this year, winner of the final NDC event for the year.*

Now that Summer is here we are back to slope soaring on Wednesday evenings. This is great fun. Come along and join in with whatever you have. Electric ARF gliders are perfect for sloping and have get you home power too if needed.



Robert and Carl up at Meadow Bank in as strong Sou'easter Brilliant. Rob has been discovering the joys of sloping with his Radian. Ideal for the gentler evening.



*Carl and his big 3 meter Condor. It's a fine performer on slope or Aero Tow*



*Condor in flight*



*Philip has been flying the nicely built Compact 250 on the slope. It goes great.*



Finally from the workshop. I have been helping Allan Baker convert his 3 meter Airtronics Legend glider to an electric for ALES. The Legend is legendary for its tail heaviness. This one had 21 ozs in the nose! So we decided to give it a long nose and try and lighten the empennage with new tail feathers and cut-outs in the fin. Its coming up OK.



Starting point for shaping. Foam block attached. Steel rod embedded for alignment. Dug out later with the foam



Looks longer than it is, just 4.5 inches added.



Good alignment



3 layers of 4 oz glass on with light contact adhesive spray to hold it all in place.



Resin scraped through. Green foam colour shows it is wet right through.



Fin made narrower and with cut-outs to reduce weight.



Canopy cut out ready to remove the foam to leave a new hollow front shell.

## Merry Christmas

### **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 **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.

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: 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 **February** issue to the editor a few days before the end of **January**.

# Marlborough Associated Modellers

3 Day Running Weekend

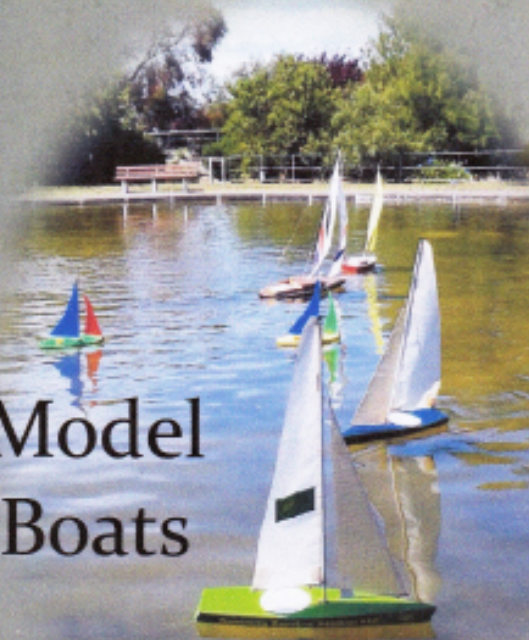
Feb 6<sup>th</sup> 7<sup>th</sup> 8<sup>th</sup> 2015

## Brayshaw Park

Fun for the whole Family

**10am - 4pm Daily**

Model  
Boats



Model Aircraft  
Static Display



Steam  
Train  
Rides

