



Piston's 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: Allister Green **Ph:** 0272112133

Committee Members:

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

* 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

June 2023

Committee Meeting notes for April / May

The **Annual General Meeting** was held on **Tuesday 11th April at 7.30pm in the Clubrooms**. Thankyou to members who attended and took part in the proceedings – it is appreciated. The new Officers and Committee are much the same as in the past year except for Carl McMillan who has been replaced as the Flying Section representative by Peter Deacon. Carl is still responsible for producing the newsletter and I wish to acknowledge with thanks his input as a Committee member and to welcome Peter.

The elected Officers and Committee for 2023/2024 are:

Patron: Office of the Mayor of Marlborough

Hon. Solicitor: P. Radich

Hon. Auditor: J. Bolton

President: P. Gibbison

Vice President: A. Green

Secretary: N. Wood

Treasurer: K. Ryan

Committee: P. Deacon

R. Perkinson

J. Bolton

R. Gleeson

M. Taylor

Recording Officer: R. Ashwell

MEANZ Rep: R. Perkinson

Brayshaw Park Rep: N. Wood

B. P. Deputy Rep: J. Bolton

Boiler Committee: W. Holdaway

J. Bolton

N. Wood

Newsletter Editor: C. McMillan

Librarian: C. Grocott

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.

Club activities over the past two months have been affected by variable weather and fine weekends have been much appreciated to enable outdoor activities. Regular monthly train running afternoons have been well attended by members of the public, largely due to advertising on Facebook as much as people who were making the most of fine afternoons to be out and about. Winter officially starts next week but temperatures have been very spring-like so we'll see how coming months affect our operations. The track project progresses with many visible physical changes in the Station area. We are waiting for ground treated sleepers so that track laying can take place. Pond sailing activities continue as well.

Nigel Wood

Secretary

email: woodng@xtra.co.nz Ph; 027 616 5180 or 578 7086

Boating.

Numbers remain steady on sailing days with weather continuing to limit good sailing. The electric boats are still providing the majority of the action. The pool remains clear and the algae growth on the bottom seems to not be getting any worse. With autumn usually comes the leaf litter. But even that is not a lot. Maybe the lack of wind has helped here.

Michael has added an airboat to the mix and is being developed to achieve planning ability. Looks like this will revolve around propeller choice.

I now have working navigation & "towing" lights on the Tugboat. Using channel 5 for the nav lights and channel 6 for the towing lights.

This calm weather has identified the need for a rescue boat that can push other boats that have lost power or wind to the side. I have a little inflatable that might suit if fitted with running gear. The tug is bit to big a beast to do this job.

Ray G._

Flying Section Update

New Committee Rep

At the last AGM (11 April) Peter Deacon was nominated as flying section rep - taking over from Carl McMillan.

Carl has worked tirelessly for many years on behalf of the flying section as well as for the wider club and carries on as newsletter editor. He was instrumental in securing access to the Tua Marina site and has organised many working bees and done a lot of other essential work behind the scenes to maintain the field. Carl still does nearly all the airfield mowing and is a stalwart member who deserves a massive thank you from us all. Carl – thank you for all that you have done and continue to do for MAMs.

If any member has any queries or issues to raise regarding flying activities in future Peter Deacon may be contacted at peterd@orcon.net.nz

Subs Due

At the AGM it was agreed MAMs subs would remain at \$60 for 2023/24 and subs are now due if you have not already paid.

Marlborough Aerotow and Soaring Weeklend

This event took place from 15-17th April at the Qualidale flying site in the Waihopai Valley and attracted 13 visiting pilots from all parts of the South Island.

The action began on Saturday morning in fine weather with light winds and clear skies. Unfortunately one of the towplanes and a glider suffered significant damage early on, due to loss of situational awareness and a line of trees (Pawnee tug),

and a power system failure (ASH31 glider). However, the rest of the event went smoothly and all attendees enjoyed plenty of good flying over the 3 days with many saying they will definitely be back again next year. The following photos show some of the action and participating models (photos courtesy of Ian Harvey).





During the weekend, in between flying towplanes and scale gliders, a group of pilots took advantage of the great weather to run an NDC F5J soaring competition with a superb range of 3m and 4m gliders on display and top-notch soaring skills demonstrated.



Taken at the Quaildale aerotow when a group from MAMS and Christchurch flew F5J together. Left to right as you look at the photo, Peter France, Rex Ashwell, Allan Knox, Dave Griffin, Ian Harvey, Garry Morgan, Phil Elvy and Phil Sparrow.

NDC Flying

In spite of some poor weather lately several NDC flying sessions have still gone ahead – most recently at Quaildale with a very good turnout.



Gary Morgan with own design model

(Peter)

The Soaring Scene

Much has happened since the last newsletter, some of it good and some of it bad. On the good side is the addition of a couple more regular competitors to the soaring group - Philip Gibbison and Chris Hagen. The Prez is starting to get his teeth into silent flying with a few of his previously unseen models have taken to the

sky recently and Chris is working on recovering some of the skills developed in earlier years as a competitive r/c soaring pilot, and a good one at that!

On the bad side is the amount of crappy weather we have had through much of the Autumn, a time when we expect balmy days that offer great flying conditions. We have certainly had days like that but not too many, and having the Wairau come over it's banks and drown the access road to the flying field was a bit of a surprise at this time of the year. Still, if you are going to spend time throwing fragile models at the sky you have to learn to cope with adversity and that includes launching the family car in to large ponds of unknown depth. So far no-one has got stuck but it's been close.

Speaking of launching, Peter Smith provides a good example below in getting Philip's glider away on the end of the Hystart line. The histart in this case is 15 metres of surgical rubber tubing and 100 metres of nylon line. Stretch the rubber out to three times it's normal length and light weight 2 metre models launch to 80 metres or so in the blink of an eye. It's an old school method that's making a comeback around the world with a new class of models known as RES for rudder, elevator and spoiler, the only controls allowed.



Below is Rex Ashwell's version and as you can see, they go up quickly. This model was built from a balsa and ply laser cut kit out of Germany and it's typical of the genre. The idea of RES was a return to traditional construction, simple, cheap models that are easy to build and great to fly in this era of composite construction, high tech models that strain the average person's budget. The concept has been incredibly successful and was quickly followed by electric motor versions. Still reasonably priced, the electric class has been picked up in NZ and we now fly E-RES as one of the classes in the NDC competitions. Currently the ubiquitous Radian is allowed to fly in E-RES events to help popularise the new class but this is for a limited period and building will be the way to go in another year.



We have had some delightful days, even if they seem few and far between, and Phil Sparrow has been taking the opportunity to trim and tune his new 3 metre model during a recent sunny spell.....just look at that sky! With proportions based on the Aloha this is a collaborative effort between Garry and Phil and it really looks

the business. The design is Garry's own and the model has a carbon fibre fuselage with fibre glass cover, foam core wings and it weighs in the vicinity of 850 grams - pretty light for a 3 metre wing span (bigger than it looks in this photo). It was a long drawn out build but worth the effort as it flies extremely well.



There have been a lot of competition events flown over the last couple of months and I won't bore everyone with an extensive list of results. Suffice it to say that virtually everyone in our group has had a go at being the top local. We've lost a lot of ground to the Christchurch club though and now hold just a narrow lead overall. A big part of that has been down to the weather, with our scores generally being somewhat lower than normal. That's not to diminish the abilities of the Canterbury pilots because they have a great roster with several NZ representatives amongst them - I expect a close competition to continue throughout the year.

Anyone wanting to see all the NDC results to date can check them by going to [.https://www.modelflyingnz.org/NDC.html](https://www.modelflyingnz.org/NDC.html) and clicking on the link below NDC Results 2023. Note that this includes Vintage, Control Line and Pylon Racing as well as the Soaring category that we fly - it gives an indication of the number of competitors and the variety of events in the NDC competition.

Rex

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 Burrell 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. Two 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

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 **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 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: 1st week of February, April, June, **August**, October, and December.

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