
CONROD NEWSLETTER

VOLUME 26 ISSUE 1



JANUARY 2014

PRESIDENTS REPORT

Trust this Newsletter finds you all in good health and enjoying the offerings of a New Year.

As you will know festival Week Planning is well under way and all that is now required is your support wherever possible to ensure it runs as smooth as possible. No need to remind you I'm sure that the club belongs to us all and to ensure that we can continue to enjoy the facilities we must continue to generate an income. So no matter how small your contribution may be it all counts towards the greater good. Models on display and action on track, pond or scale railway is what the public wants to see.

I know that there has been difficulties especially in respect to boiler testing and inspecting with the only comment I wish to make there is that neither I nor the committee wrote the rules. They are what are imposed on us in today's world if we wish to sell entertainment to the public.

If you are not happy with the rules don't waste energy reefing off at people who cannot change these rules.

If you wish to see change or modification to rules then put your energy into writing a remit, gauging support from fellow clubs and submit it through our MEANZ rep for presentation and discussion.

Law changes are not the prerogative of Presidents or Committees

Regards to you all

Brian

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SOCIETY MEETINGS

GENERAL MEETING Second Monday of the Month
7.30 pm

COMMITTEE Last Monday of the month 7.30pm

BOAT GROUP REPORT

Boat Group Report 10/12/14

There were 18 members present for our meeting on Wednesday 10th December and after the notices regarding the first aid training course and Festival Week 2015 we moved onto the teaching session on fibre-glassing a hull.

Gordon Duell had already filled one side of the hull with micro balloons, so he first explained the best way to sand down to a fair and smooth shape, using a faring batten and a sanding sweep that he had made. He pointed out the pitfalls of using sandpaper with or without a sanding block to sand to a fair surface. On completing this task he then proceeded to make up a mix for the other side of the hull and stern

This mixture was 4 teaspoons of Epoxy mixed with 1teaspoon of hardener, mixed in very thoroughly. He then added 3/4 of a teaspoon of glue powder, working this into the mixture. Finally 4 or 5 heaped teaspoons of Micro balloons were mixed in, in order to achieve a mixture similar to Nutella in colour and texture.

The low spots that needed filling had been marked with a pencil, having located them with a faring batten. The mixture was spread onto the hull and any surplus was troweled off using a body filler applicator. After discussion the hull was put aside and we moved on to bits on the table. First up was **Keith Murphy**, who had cast a 5 kg lead keel to be fitted to the scow that he is building. He had also re-located an unfinished model of the Holmglen and is working on that.

Ron Johnston had bought a solar powered row boat that he intends to make a larger hull for. **Murray Vince** had turned himself a laminated carving mallet from Java (Australian hardwood)

John Anderson was finally re-united with a cardboard box parcel. He had ordered a Lipo battery for his Footy yacht from Hobby King in early Jan 2014. This parcel was intercepted by NZ post and its contents destroyed as the Lipo battery is classed as dangerous goods.

Talking of batteries I (Henry) have recently purchased a Honda Insight, (Hybrid Car) and it has an IMA Nickel-Metal Hydride battery of 1000v. This is what Honda Motor Co has to say:-

Important notice.

If this vehicle is unused for over one month the service life of the 1000v Nickel-Metal Hydride battery will be reduced and may be permanently damaged. The vehicle should be driven each month for about 30 minutes in order to keep the battery charged and in good condition.

One may conclude from this that you cannot just leave the NMH batteries lying around as you could with the Nicads. Observation: When driving the car the NMH battery will fully recharge itself from empty in less than 3kms so 1/2 hour of driving would give the battery several charge/discharge cycles during that time and the battery may not be fully charged at the end of the charge/discharge cycles. The above may explain why some of our NMH batteries do not seem to last for any length of time when we use them in our sets

It is proposed that we have boats on the pond for our next meeting on the 2nd Wednesday Jan 2015 following with further work on the hull and bits on the table

By Henry Goosselink
Group leader

GROUP GET TOGETHERS

Boat Group Wednesday Following the General Meeting 7.30pm

Engineering Third Monday 7.30pm

Scale Railway Each Tuesday 7.30pm

Thursday Toilers 9.30 am to 4pm Weekly

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WICKLIFFE PRESS

Wickliffe - Dunedin Office
11 Glenelg Street,
Kaikorai 901603-466 5100



Gordon demonstrates correct sanding technique



The hull after the application of mico balloons

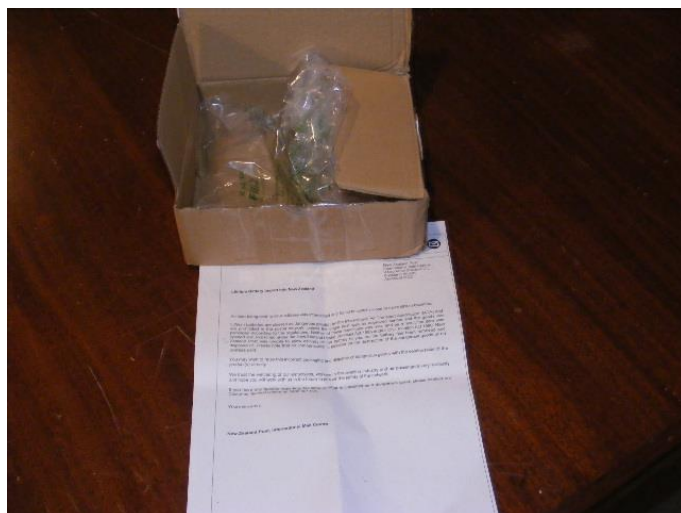
NEXT MEETING

MONDAY 9th FEBRUARY 2015

7.30pm



Ron's solar powered -thingy



John's empty box with official letter of explanation



Keith and his rediscovered model of the Holmglen



The M.V. Holmglen the newest of the Holm and Company fleet. The Holmglen was only three years old and was not overloaded. A Mayday signal and a rushed radio message – which reported that the ship was heeling heavily to port – were received on shore. All 15 onboard perished, with only 3 bodies ever recovered.



Engineering Group News

ENGINEERING REPORT

Well Christmas and the new years been and gone. Hope Santa dropped of some hobby goody's for you all.

There will be an engineering meeting in January as usual the third week of the month Monday night.

With festival week coming up I hope your getting your models ready for the show.

This theme for the show is military to work in with the First World War, 100 years.

With the New Year starting it will be time to look for projects that the group would like to accomplish during the year e.g.

making changes to the multi gauge track, a new group project, fixing stuff that's always been on the back burner. Bring your ideas to the meeting and have your say.

The meeting will be the usual bits on the table as well as what every ones been doing in the work shop over the holidays. All welcome.

By Andrew Douglas

FESTIVAL WEEK REPORT

Festival-Week is fast approaching – see the November *Conrod* for details. I trust you are all working out how much and when you can take part. Once you have done so please fill in the roster, which is in its customary spot on the wall opposite the HO/OO layout.

My thanks go to Brian McCurdy and Henry Goosselink for agreeing to run the shop this year.

The Otago Model Aero Club and the Otago Vintage Machinery Club have confirmed their intention to participate again.

The next planning-meeting will be on the evening of Wednesday 14th January.

WORKING BEE

As usual at 9 a.m. on the morning of the Saturday preceding the opening of the display (24th January) there will be a working-bee to spruce up the grounds and buildings so I hope to see many people and any tools they might think would be useful for the task.

If this weather continues and everyone pitches in Festival-Week 2015 should be another cracker and set the Society up for another good year.

Michael Forrest
Convener

NOTICE

The Otago Model Engineering Society is looking to increase its own stock of Locomotives. Preferably electric but would consider a suitable IC unit. Any member or associated clubs that may know of anything for sale please advise.

Contact either the Secretary or the President

OMES DAY TRIP TO THE CATLINS

By the editor

Following a suggestion by Bob Newbury for a day out involving members, their wives and widows of past club members, a trip to visit the Catlins Soap Factory, Owaka Museum and a boutique brewery at Kaka Point was organised. Thursday the 11th December and a group of 20 members, wives friends and widows assembled at the club rooms and set out for the day. The Soap Factory was an excellent venue to visit with all being welcome by the manager and his daughter and given a pleasant talk about the history of the business and the woman who established.

Members were free to wander through the extensively stocked shop and make purchases. There were some last minute Christmas purchases made, of that I am certain.

From the Soap Factory the group travelled back to the Owaka Township and an excellent lunch venue at a local restaurant where food and fare was found to suit all tastes.

After lunch the group proceeded to the Owaka Museum, a small but highly interesting museum, full of local history and stories. Many members enjoyed looking at the static model boats on display built by one of our Clubs own members, Robin Watkins. These were beautifully detailed models of boats and ships with some historic attachment to the area known as the Catlins. The last visit of the day was a side trip to Kaka Point to visit a small boutique brewery the Bob had come to hear about. Although interesting and the owner a very likeable fellow, it was obvious that it was very much a work in progress. However we were all offered a sample of his products and some members purchased bottles from him. The beer was good I must say. That concluded the visits so it was time to head back home with all saying that they had a good and enjoyable day out.



In first picture members browse through the shop and Above they listen to story of the Soap Factory.

SCALE RAILWAY

Things obviously a little quiet at the moment but I am Informed that Selwyn and Stewart are continuing to work on the portable n-gauge track.

Brian Niven continues to work on the HO DCC conversion.



Southern Pacific 4294, a cab-forward steam locomotive
Stewart Robertson now has model of one of these.



Scene from Selwyn Bennett's home layout

FOLD 1 HERE-----

Conrod

JANUARY CONROD

FOLD 2 HERE-----

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