

ROTORUA MODEL AIRCRAFT CLUB (INC)

MAY 2024 NEWSLETTER

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MŌ TĀTAU KATOĀ



Welcome to the May 2024 newsletter

This month we have a report from our Hamilton scribe who is in the UK with his drone. Also a picture of NZ's first model.

The recent good weather and school holidays has seen plenty of activity at the strip although fog has delayed the start on a few occasions. Below is a view of some of the models in the pits on Sunday 28th April.



Interest in the Tomboy International event keeps growing after our success last year.

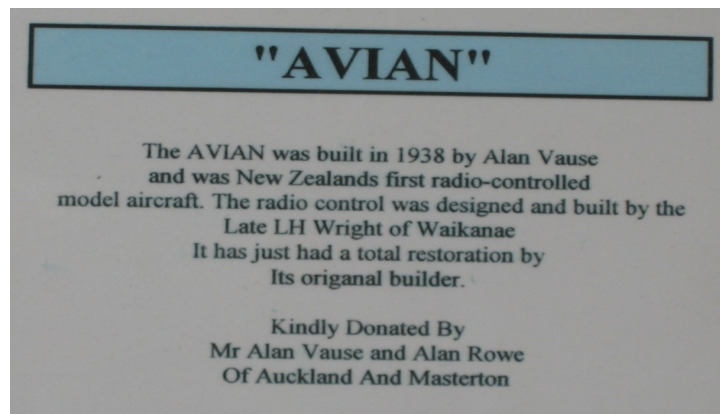
We now have five entrants with the best time so far recorded by a junior. We have till the end of June to record our best flight times.

This month we have flown NDC Vintage precision and hope to fly 2m REM glider.

As winter arrives it's a great time for building new models but with a shed full of models

I've not got room for any more. I enjoy the model building process so if anyone wants a model built let me know.

Next time you are down Wellington way Have a look at Southwards Museum, Waikanae.



The story of Wright radio control gear is a very interesting one. It was produced by HMV in Lower Hutt in the early 1950s. Bill Brown flew with a Wright set in the early 1960s at the Medical Officers reserve in Pukuatua St.



UK Wanderings

Greetings from the UK Just in case anyone is missing Brian Holden and has been wondering where he is, then look no further. Brian, along with wife Ngaire are currently on holiday in Norfolk England. Brian was a member of RMAC before moving to Cambridge and still fly's with us whenever he is over this way. Also best known as HMAc's resident drone pilot and photographer so of course just had to take his drone on holiday with him. The best of both worlds. In Brians own words: Here, I'm flying my 1KG registered projectile usually at around 200-300 feet, with little chance of slamming into an RAF F-35 Lightning jet flying at 20,000 feet. Yes, there can be surprises with low level sweeps out of the blue from time to time, but not around here. My wife spotter keeps a constant eye open for light aircraft about. My largest concern is having my drone suddenly going to sleep, tumbling down and crashing through someone's skylight or Porsche and getting an angry phone call (my number is labeled on it). So for that reason and of course for public safety, I stay well clear of such obstacles. Some fantastic pictures Brian. Thanks for sharing













Sunday 16 June 2024

Classic Flyers Aviation Museum

9 Jean Batten Drive, Mt Maunganui

Doors open 7.30 am. Auction starts 10.00am

For more information refer to website:

www.taurangamodelfly.org/annual-auction

or

Contact the Club Secretary - Garry Bentley

Phone: 027 6432103

Email: taurangamodelfly@gmail.com

Once again the ever popular Tauranga is on next month. We have been advertising a few models and other odd and ends over recent months. This is your last chance to grab these items at bargain prices before they go to the auction and end up in a bidding war where you could end up paying lots more!

The Pres Says

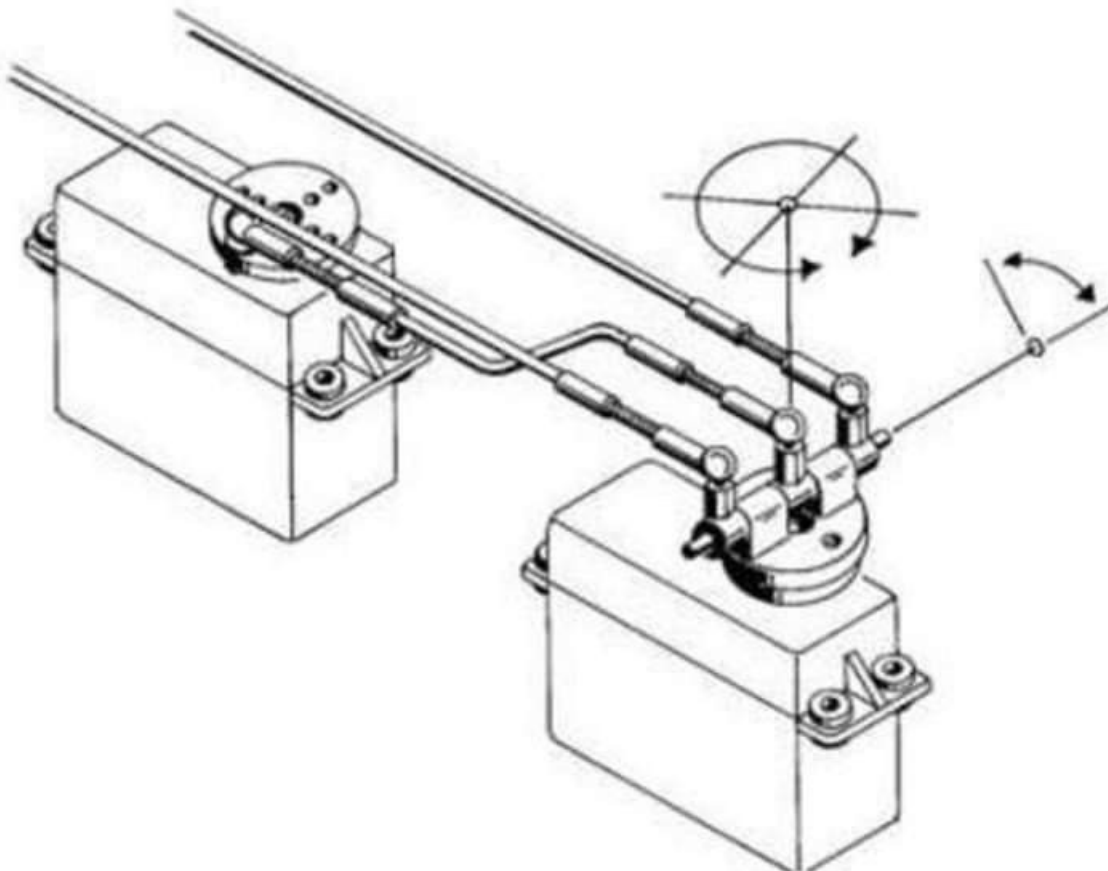
Well it has been good flying recently with the more settled autumn weather, and quite a few members have taken advantage of this. The exception to this was the solar- wind possible RF interference, where the safety team decided to play safe and cancel flying for Sunday 12th.

It was sad to hear the passing of Des Towers, a real gentleman and skilled model builder. He was in his 92nd year and in hospital with family at his bedside. The committee on behalf of the club sent the family a condolences card.

Shortly we are looking at holding some fun events, such as guessing the model's height, dead stick landings, spot landings etc. These will be run as casual events for those who want to have a go.....if time permits on the day.

Random stuff.

This servo configuration is rather unusual, it takes awhile to nut out what type of model this could apply to....answer in next bulletin.



Wings Renewal Program

The Club has received the information below on the wings renewal Program



Wings Renewal Program (WRP)

The upcoming changes to the MFNZ wings scheme have created quite a bit of concern and debate amongst our members. The reality is this is not actually an onerous change and should be relatively straight forward for most of us to achieve.

Discussions with small groups of members were held at a recent flying event about the Wings Renewal Program (WRP) and other issues MFNZ members might be facing. Some were immediately receptive while others were quite negative to start. However, without exception, by the end of the chat all accepted the need for the WRP and acknowledged that it shouldn't be too hard to get through. Discussions included;

Traditional model flying practices have been under threat for many years. That threat level intensifies on an almost daily basis. Each story of a drone preventing firefighting aircraft for example hardens the resolve of the CAA and public to 'sort out the drone problem' – and we as responsible model fliers are wrapped up in that drive to more regulation.

In the case of New Zealand, a degree of that lack of awareness to the threat to our continued normal model flying may be down to the efforts of a handful of folks such as Jonathon Shorer and Chris Jackson who have been in continuous dialogue with relevant Government agencies and officers in an effort to retain as many freedoms as possible for MFNZ members.

If you have any doubt about the success of those campaigns to date, have a look below at the state of play in other Western countries.

In the UK –

Model fliers have to complete an online CAA test to get a registration number that then has to be displayed on every model. There is an annual fee of NZ\$21 to remain current. They are currently fighting to resist having to install a \$600 ID device to models and have geofencing imposed.

In the USA –

Anything weighing more than 250g must be registered with the FAA, \$5 per aircraft and fliers must be over 13 years of age. If you are not flying in a FRIA (FAA Recognised Identification Area) you must install a Remote ID (RID) module in each aircraft, which retail for around \$100USD each. FRIAs are flying areas that are sanctioned by the AMA (and are very difficult to get!)

In Japan –

Anything weighing more than 100g must be registered with the Japanese CAA, fees vary but around \$12USD per aircraft. Everything weighing more than 100g must have RID module. Fines are \$3000USD and a year in jail. The nearest flying site to Tokyo is now 2 hours drive and shared with microlight aircraft.

In Canada –

Mandatory qualification (Basic RPAS certification) from Transport Canada and registration for everything above 250g. MAAC has been stripped of approvals for exemption to the qualification and all other privileges due to not overseeing flying site registration in accordance with Transport Canada's requirements. RID coming soon.

CAA NZ has an official policy of being a “fast follower” of overseas legislation.

It is worth remembering the wins that MFNZ have made recently:

- We can fly within 4km of an airfield (if we follow the rules)
- No age limits
- No registration or remote ID
- We can fly at Night
- We can conduct Shielded BVLOS

- We can have models heavier than 25kg
- We can fly above 400ft if we meet the airspace requirements.
- Our renewal requirement isn't every year

These benefits are far from common around the world now and we need to protect them, they were all hard fought for over many years and we are well legally armed to protect them in the future.

The MFNZ Wings Renewal Program...

MFNZ need to have the WRP process documented and in place by 1 Jan 2025. Wings renewal will then occur in the following 5 years on a timeline to be confirmed. This will be a 3 step process;

Part A

An online open book test of 20 multichoice questions. Each question has a hyperlink to the relevant section of the Airspace and Rules Syllabus. This is designed to refresh and extend your knowledge of the Airspace we share with manned aviation and also MFNZ rules.

Once the test had been taken, a pass will be valid for 12 months. If you fail you can re-sit as many times as necessary to get a pass. The test would provide immediate feedback on your results. The pass mark is 80%.

Some of those invited to review the exam thought they could pass the test without referring to the reference material – few passed! By simply reading the relevant short section of the reference material the correct answers can quickly be found.

Part B

This test will be a simple demonstration of your competency. It will include preparing your aircraft for flight, performing a take off, executing left and right turns followed by

a landing. The complexity and duration of the test will be at the discretion of the examiner.

If you have either a higher level wings qualification such as Large or High Speed then the test would need to be conducted on that type of aircraft.

Part C

Finally, there's an oral test. This will be done concurrently with the practical component of the test (outlined above). The examiner will ask ten questions from the Club Rules about the flying site they were using. These could cover: local airspace, site boundaries, pit rules, flight line rules, local hazards, noise level rules, spectator rules, observer rules, site relations with neighbours and allowable aircraft types.

Wings Examiner role....

Our Wings examiners will be an essential part of this program. Currently there are 222 Wings examiners, hopefully they will all wish to continue in the role. The task of renewing members should not be too demanding when considering the number of wings holders in your club spread over 5 years. 2 or 3 tests could easily be conducted in a morning flying session.

Current and future Examiners will need to complete a short training program which will include watching a video about the process and completing the Wings Renewal exam. This should take about an hour and will need to be completed by November 1st this year. The content will be available in August.

Once complete and certified by MFNZ, examiners will be available to other clubs if requested.

The Wings renewal program is an important exercise in refreshing airspace knowledge and demonstrating continued flying competency. This will ensure our continued compliance with CAA requirements and our access to continue with the flying freedoms we enjoy.

Well that doesn't sound too difficult and won't pose a problem for anyone.

MODELS FOR SALE

The Club has two beginners models for sale

Both models have been restored to near new condition and make excellent beginners models.

- **Skyraider** complete with ASP46 and servos.
- All set up and test flown. Just install your receiver and go flying
- A good buy for a beginner or someone wanting a straight forward tidy model





Arising Star

- Complete with servos and ASP 46
- Test flown and ready to fly just requires a receiver and battery pack.
- Another good beginners model.
- Has had a bit of use but has plenty of life left



If you are interested in either of these models we can arrange a buddy box trial flight.

Contact John on 020 4118 5597



Electric model for sale requires some setting up and we recommend a new set of servos although we have flown it as is.

There are also, Futaba servos and Futaba 40Mhz receivers
Various fittings and nuts and bolts for sale.

For more details on any of this gear contact
Any Committee Member

COMING EVENTS

May	NDC Class R eRES2M 2m soaring NDC Vintage & Classic Precision
June 16	Tauranga Auction