

ROTORUA MODEL AIRCRAFT CLUB (INC)

July 2021 NEWSLETTER

Secretary Andy Watson

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Sub for the 2021 - 2022 year RMAC MFNZ TOTAL
are

Family	\$120	\$100	\$220
Senior	\$115	\$95	\$210
Junior	\$45	\$30	\$75
Associate	\$50	-	\$50

Payment can be made to ANZ account # 116102_ 0913131_11 Include your name in the details

Welcome to the June 2021 newsletter.

After a few weeks of rain wind fog and cold we finally got superb conditions last weekend. Friday saw the mid weekers hungry for some action.

Sunday saw another good turnout with a visit from Howie and Grev.

Unfortunately the weather prevented us from recording any time for the NDC events Neal is now throwing his drone round the sky and Tom is having a ball with his.

Dave T has now taken up the art with a flash DJI machine and is mastering the art quickly. Ray started running in his new Saito twin in the Pitts. Sounds sweet and easy to start.

The Tauranga auction was held on the 13th. I didn't manage to get there myself however Russell acquired a very tidy Kadett and Dave T scored a couple of engines and receivers.



Seen at a recent mid-week session. We are not quite sure what this is all about, but it appears to be some sort of intelligence transfer.

Possibly a wireless buddy box connection working on brain patterns!

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NEW MODELS



THE TIPSY TIPPER

Having gone solo on the Tyro Major grandson Josh wanted to build a model. After a hunt through my collection of Aeromodellers an indoor 200mm span Topsy Nipper was found in the January 2019 issue. With a little guidance and after learning how to use a slide rule he drew up a plan. A straight wing was chosen for simplicity of construction hence the name Topsy Tipper. Constructed over several weeks the 1.2m, 3lb model urged along by an ever reliable OS 15 was ready to test fly last weekend. Luckily the weather played ball and it flew very well. After a couple of flights with the buddy box it was then solo!



A HAPPY JOSH AFTER THE SUCCESSFUL TEST FLIGHT OF THE TIPSY TIPPER



THE BA HAWK

The BA Hawk

Construction of this model began in the mid 1980s after a freeplan of a slope soarer was published in RCM&E. It was never completed and lay round the shed getting knocked about until earlier this year when it was completed with an electric set up. The battery weight resulted in a nose heavy model that required full power to fly with resulting short duration. Tossed into the ongoing projects part of the shed the bright idea of putting a Babe Bee up front occurred.

Now much lighter and with the C of G in the right area we now have a model that goes well. I have a TeeDee 0.49 which would really make it get up and go so this might happen soon.

Presidents Notes.

The TMAC annual auction was held this month. The number of models was well down on previous years, probably because the 2020 auction was held only 9 months ago due to C19 delays. The variety of model types was also reduced. Prices were up and not many models were passed in.

A number of models topped the \$600 mark which was also pretty unusual compared to past auctions.

The highest price was over \$2220 for 4m span Cessna 182 scale model. A beautiful model and finely built but not a very interesting scale subject in my opinion.



Another large model that fetched over \$1100 was a partially completed "Aero Commander" with two new 100cc twin cylinder motors (make unknown). It took two people to carry the **one piece** bare wing which was about 6m span. The fuselage was all glass fibre but completely unfitted apart from the tailplane and fin which were installed. A huge amount of work that some adventurous person has taken on. A number of other models also reached prices between \$600 to \$1000

There were a number of BNIB glow engines that were obviously from some one's collection and these sold for what I consider to be high prices, Yours truly came right though, with a brand new OS25 CL engine for \$50 which was just what I wanted. I also bought 3 good OS 25 engines for \$30 off the fixed price table and two S-FHSS receivers for \$50. There was a reduced contingent from RMAC but I believe that all went home with a few buys. Russell G bought yet another Kadett to add to his collection, this one being the smaller LT size. Although the auction was basically over by 1.30pm (compared to 3pm as normal) it was still a worthwhile day.

This Saturday was the MFNZ AGM, held as a computer Zoom meeting. Yours truly participated, along with another 16 attendees. Of the 16 others, five were council members, one being Frazer Briggs who was driving down to the Hawkes Bay using his phone to participate! Basically, the video was the bottom half of his face from what looked like the floor location!

A number of months ago I bellyached about the poor member support at the RMAC AGM in which we had one member other than the committee members. This was a 3.3% representation.

MFNZ has 2016 members so with only 12 ordinary members the AGM member representation was **0.595%**! I am appalled at the low interest shown by the NZ model flying community in the activity of their national body. The coming year is going to be a long fight for the continued low level of regulation that we presently enjoy with our model flying, and MFNZ council deserve better support than was shown at the AGM. I can only think that the majority of members expect a dedicated very few to do all the work for them.

There was an interesting discussion and report from our new (and much younger) president, Chris Jackson on the status of the new regulations skirmish (for that is what it is). I am optimistic that we have just the right person we need for the job.

In the last 5 years the average age of MFNZ membership has risen by 8years. (This mirrors the aging membership of RMAC) Chris Jackson plans to encourage us to something about this!

Due to C19 and the cancellation of all overseas flying competitions there was a \$50k surplus on the MFNZ balance sheet. (This is likely to happen in 2021 also because most world champs have been cancelled) Mention was made of the need to rebuild available cash and some of this surplus will go there, but there was also an invitation to clubs to apply for MFNZ grants for flying field maintenance and repairs. I intend to see if I can persuade the committee to do this for the new pig fence.

MFNZ Subscription remains the same, and the other piece of news was that Model Flying World will remain as a paper publication. From the survey, over 50% of respondents preferred a paper copy and if they had to pay an increased sub to cover the costs, about 46% said yes. The greatest cost and workload are in mailing out the magazines so the possibility of bulk mailing to clubs using couriers was discussed and I think this might eventuate.

Here is a link to the AGM documents and accounts for any exceptional person who might be interested.

https://modelflyingnz.org/docs/council_agm/Yellow_Book_2021_v1_0.pdf

This month has provided a big new experience in flying for me, because I have joined the dark side (depending upon where one stands) and bought a DJI Phantom Pro Quad, complete with FPV set up.

Once I get to grips with FPV (Thanks to training from Tom Edwards) I am quite keen to have a crack at building and flying an FPV racing drone. Tom is prepared to provide support in this and I suspect, anyone else interested. There is no doubt that our hobby of creating and flying air playthings provides an incredibly wide range of opportunities and stimulation.

As a closer, could these be our new RMAC flying rules?



QANTAS

Queensland and N.T. Aerial Service

Regulations for Operating of Aircraft Commencing January 1920



1. Don't take the machine into the air unless you are satisfied it will fly.
2. Never leave the ground with the motor leaking.
3. Don't turn sharply when taxiing. Instead of turning sharp, have someone lift the tail around.
4. In taking off, look at the ground and the air.
5. Never get out of the machine with the motor running until the pilot relieving you can reach the engine controls.
6. Pilots should carry handkerchiefs in a handy position to wipe off goggles.
7. Riding on the steps, wings or tail of a machine is prohibited.
8. In case the engine fails on takeoff, land straight ahead regardless of obstacles.
9. No machine must taxi faster than a man can walk.
10. Never run motor so that blast will blow on other machines.
11. Learn to gauge altitude, especially on landing.
12. If you see another machine near you, get out of the way.
13. No two cadets should ever ride together in the same machine.
14. Do not trust altitude instruments.
15. Before you begin a landing glide, see that no machines are under you.
16. Hedge-hopping will not be tolerated.
17. No spins on back or tail slides will be indulged in as they unnecessarily strain the machines.
18. If flying against the wind and you wish to fly with the wind, don't make a sharp turn near the ground. You may crash.
19. Motors have been known to stop during a long glide. If pilot wishes to use motor for landing, he should open throttle.
20. Don't attempt to force machine onto ground with more than flying speed. The result is bouncing and ricocheting.
21. Pilots will not wear spurs while flying.
22. Do not use aeronautical gasoline in cars or motorcycles.
23. You must not take off or land closer than 50 feet to the hanger.
24. Never take a machine into the air until you are familiar with its controls and instruments.
25. If an emergency occurs while flying land as soon as possible.



First QANTAS hangar built in Longreach 1922



DESIGNED & PRINTED IN AUSTRALIA

Here is a large copy of the text for those with bad eyesight.

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COMING EVENTS

July NDC Classical Vintage Precision
August NDC Vintage Precision
 NDC Vintage Duration
September NDC 1/2A Texaco

CLUB FUEL

METHANOL \$2.50 PER LITRE (OWN CONTAINER)

MIXED:

1 US GALLON = 3.785 LITRES (3.8L)

70% METHANOL, 20% COOLPOWER, 10% NITRO

\$40.00 [US GALLON

\$10.00 per LITRE

FUEL WITHOUT NITRO

82% METHANOL, 18% COOLPOWER oil

\$? US GALLON

\$? PER LITRE

Or, MIXED TO SUIT YOUR REQUIREMENTS

ALL PROFIT GOES TO THE CLUB

PLEASE BRING YOUR OWN CONTAINER

Contact: ALAN SMITH. 347 9312