

Model Flying Hawkes Bay



Club Newsletter # 124 March 2021

In this issue

pages

April	MFHB Activity Calendar April 2021
Thurs 1	Vintage Awatoto
Fri 2 – Mon 5	Easter Weekend. NDC
Tues 6	“Shed Morning”
Thurs 8	Vintage Awatoto
Sat 10 – Sun 11th	NI Regional VINTAGE CHAMPIONSHIPS. NDC Awatoto field (Closed for general flying)
Sun 11	RADIAN CLASS P at Awatoto Field NDC
Tues 13	“Shed morning”
Thur 15	Vintage Awatoto
Sat 17	NDC
Sun 18	Club Sunday NDC
Tues 20	“Shed Morning”
Thur 22	Vintage Awatoto
Fri 23	Fri 23 – Sun 25 IMAC GALATEA
Sat 24	NDC
Sun 25	Club Sunday NDC Final Day before duckshooting Closure
Mon 26 through April 18	DUCKSHOOTING CLOSURE. AWATOTO FIELD WILL BE CLOSED FROM MONDAY 26 MARCH AND RE-OPEN MONDAY 19TH APRIL@ 9.30am

Opening / Calendar / Contents etc	1.
Editorials ...	2 - 3
Club Activity	4 - 9
Around the Building Boards	10
Member Profile; Hernan Lopez	11- 12
More Airspace, from Russell	13 -15
A Look at the UK Airspace Rules	16 -19
“W o A” Pics from And Dobson	20
A Light in the Tool Box.	21 -23
Classic Pattern Report	24 -29
Hamilton Aerobatic & Float weekend.	30 -33
Vintage Report	34 -35
Soaring Report	36 -37
Nostalgia Files	38
Wot on the Web & Ad.	39 -40
A Closing Smile	41

Contributors to this issue; Barry Kerr / Russ Nimmo / Barrie Russell / Brett Robinson / Andy Dobson / Mike Shears / Dave Cantell / Hernan Lopez / Kevin Botherway / Brett Stiver / Rob Lockyer / Lance Hickey / Clive Baker / Frazer Briggs /& others ?

NDC events VINTAGE & SOARING for April 2021.

Apr/21	122	VINT	RC Vint 1/2E Tex
Apr/21	123	VINT	RC Vintage A Tex
Apr/21	124	VINT	RC Vintage E Tex
Apr/21	410	SOAR	Thermal J (2,to10)
Apr/21	411	SOAR	ALES Radian Class P
Apr/21	412	SOAR	FAI F5J, 4 Rounds



Mike's (Rob's/Frazer's/??'s) Classic Pattern UFO



Greetings All, Reading a recent communication from our worthy Secretary, he described himself as being “Discombobulated”. Well naturally, being a caring fellow, I immediately consulted my copies of Gray’s Anatomy, my medical dictionary and Roget’s Thesaurus and was relieved to find that the condition is not life threatening, however it was described as being in a “**Whimsical and Confused**” state, hence your continued understanding would be appreciated. I’m sure he writes the dates of his meeting notes around the wrong way just to get a bite, but I won’t say anything.

A bit of a mixed bag this month, activity has been a little quieter. Don’t forget the up-coming Vintage Regional Champs at Awatoto 10 & 11th April, the field will be closed to general flying for the weekend. Vintage competition and Vintage sport flying will be the order of the weekend. However, as we have the 1000 ft NOTAM in place an NDC Radian Class P competition will be held on Sunday morning at 10.00am at one end of the field under the guidance of Kevin “Rowdy” Botherway. Bring your radian or 2 meter electric glider and come and have a go.

Don’t forget the Duck Shooting closure for three weeks starts Monday 26th April with the field re-opening Monday 19th May. Hopefully this will be confirmed by the committee later in the month, as will the date for our AGM ??

My grateful thanks to all those who contributed to the T & T day last Sunday and Dave on the Barbie. I think the injection of fun and camaraderie together with a sprinkling of treasure was good for the Club spirit. It was also a nice way to pay our respects to Past President Richard Bardell who passed away last September. I’m sure he would have been gratified to see his modelling efforts coming back to his club to the benefit of members, along with some 20 of our members who also donated supplies.

Needless to say, I’m still waiting for the feedback asked for last month, I live in hope? I trust you enjoy the read and the information herein.

Barrie the editor mfhb.

Mr Secretary Says;



210309 MFHB Meeting Notes

This meeting, the last before the AGM, went on for many hours (well, seemed like it!) The Club has been the recipient of many donations of aircraft, tools and even real dollars, thanks to Rod Hughes, Jim Bourke and others. Thanks, as always to Barrie Russell and others who have spent much time organising this. The Club wishes Jim the best in his new life in Nelson.

The Treasurer’s Report shows the Club to be in good shape and we thank Robert Lockyer for his efforts in carrying out the financial duties role in such an expert manner. Remember, Club Subscriptions are due, and you need to be a financial member to fly. Even with money in hand, the Club is still prudent in what it does and what it plans for: mower repairs or replacement, repairs to the Dean’s Shelter and Club shed are being considered, as are applications to Charities to support our efforts.

Much discussion within the Club Captain’s Report centred on the Club Rules and alleged breaches of these where Health and Safety, or impact on our negotiated rights to fly might occur. The Committee is looking at adopting a Procedure that is fair and transparent in approaching alleged breaches of the Club Rules. Russ Nimmo’s articles, along with the Club Rules on the web site, should provide a clear analysis of what is permissible and what might be frowned upon.

Joe Wurts compiled a brief analysis of the role MFNZ has to play in supporting clubs around the country, to add some detail to the Club Captain’s musing as to what MFNZ does. (I hope this is published in the Newsletter).

The Committee also adopted the Report of a Sub-Committee and its recommendations following Warbirds 2021 with a view to implementing these in 2022. It was determined that the Youth Theme Day would be cancelled at this stage and a date would be set in the future. On another note, but pertinent to the Warbirds event, and other happenings, I came across an editorial written by Heather Mardon, a past Club President:

Club – a group of people organised for a common purpose, especially a group that meets regularly. Membership of a Club such as ours, is not like a Gym Membership, where you just pay your money and use the facilities whenever it suits you. A club implies a bit more commitment, camaraderie and team spirit. Without the donation of time and effort from members it simply would not exist.

Events such as competitions and Club nights are not the sole domain of the Committee. If you would like to see something run out at the field, or a topic covered at a Club night. Please put your suggestion forward, or better yet, put up your hand and volunteer to run it!

Barry Kerr. Secretary, MFHB



Greetings,

There has not been a lot happening since the last Newsletter, Black Bridge is continuing with regular competitions including NDC Radian. At Awatoto the weekends have been a little quiet due to weather and low participation, however it appears that week days have been well attended.

Last weekend Barrie Russell had another brain fade and suggested a Trash or Treasure Day on Sunday. Well the trash came out and filled the Shade Shelter and the area in front of it. Barrie came to me on the day with concern that he would be unable to take the trash to the dump due to other commitments.

He need not have worried, at 11.30 the rope came down, Barrie was lucky to escape without injury, within 15mins everything was gone, including John Clark with a brand-new roll of masking tape, he was rapped but he was closely followed by Barrie looking for his brand new roll of tape he had just put down. Ownership was resolved without weapons or any blood.

I will again mention the upcoming AGM (date yet to be announced). If you think you have something to offer, we need you, there is nothing wrong with a fresh point of view and new ideas. So, don't be afraid to put your hand up.

Membership is now DUE. If you are not financial you cannot fly (no insurance, no exceptions) you also need to be financial to participate in the AGM

Enjoy your flying, safe landings. **Lance Hickey** - President

Club Captain reports. Mar 2021



WHAT CULTURE DOES MODEL FLYING HAWKES BAY HAVE ?

On a scale of "not so flash" to "very good" where do we sit?

Well unfortunately I think at best we are in the middle, tending towards not so flash.

Who drives culture? Well it starts with the committee and your club captain and I feel we have let you down.

We are not the only ones because it's been like that for a very long time. In my 65 years involvement (on and off) we have never been a club. We have been a collection of people with similar interests that needed a place to fly.

Why am I saying these things?

Well last weekend we flew pattern and IMAC at the Hamilton club and I experienced first hand, a club with a very good culture. The general membership not involved with the competition gave up their field for the day but still showed up in large numbers to have a look a chat and watch the event.

Many bought their lunch and stayed all day. The next day they had their floatplane event and once again I saw a large group of their members having a ball and enjoying each others company.

How can we improve and do we really want to?

If you answer yes then it needs real leadership from the committee along with monthly club nights, maybe monthly outings to a friendly bar along with regular friendly competitions.

If you think I'm right then stand for the committee and make a difference.

We already have the best flying field in the country, let's see if we can be the BEST CLUB IN THE COUNTRY.

Mike Shears. CC. MFHB.

CLUB ACTIVITY

Mar' 2021



Following a very successful Rumble weekend, this month's activity started off in the "Shed". The time had come for a cleanout/up ! A lot of gear and "Stuff" is given/donated /deposited in the shed so we now have the policy of if it's not used or taken up in a reasonable period of time, then out it goes.... Via Mikes large trailer to the dump. We had a great clean out and tidy up, and the work goes on. This all gave a spark of creativity, we all know the saying, "One man's trash is another man's treasure" so let's put it to the test and hold a Trash and Treasure Sunday at Awatoto Field, later in the month weather permitting.

Here's a handy tip for you. Nick Twinn works a couple of days in Mitre 10 Waipuk where a lot of the screw drivers and files etc come with these rubber storage mounts surplus to most needs Nick has found them



useful for mounting undercarriages etc as they have two inset rubber grommets. He has given us a bagful, they're in the shed if anyone wants some.

Tuesday 9th "Shed" morning, All disappeared out to the field where all the trainers were in action. The Central HB boys in the foreground, now both **Danny and Anthony** (with his new eyes!) are going great guns. All **Mike's** hard work is paying off, the models they take home from the field now look just like the ones they set out with !

Mike is training **Ted Martin** and making progress with the electric trainer we set up for him.

CONGRATULATIONS DANNY YOUNG on achieving your Wings Badge.

Danny has put in a lot of hard work getting to this stage, at one time we thought it might be easier for him to set up camp across the river! Perseverance and a lot of practise has paid off and **Danny** is now the well deserved holder of his (BP) Wings Badge. **Well done that man.**



Club Sunday 14th March. Second Sunday Barbecue, and what a day, sunny and light puffs up and down the strip. All sorts going on with the strip busy all day, vintage and gliders to the west and drones to the east. Dave Cantell in the absence of Mr Sec who was moonlighting on NZ Team Emirates in Auckland, and with my help ran another excellent sausage Barbie with three dozen plus snarlers in bread with onions and sauce disappearing in record time with tea and coffee on tap. Seen here on the right in his dispensary, Nice one Dave thank you.



Talking about vintage, these three on the left,



Anthony, Mark and Danny should qualify, maybe they should be in that cheese add. Can't hurry these things, just waiting to mature !



Pit views above to the east and west. Stu Sturge's Sea Fury above awaiting it's test flight with a decent hunk of lead strapped to the cowl. Don't know whether the flight eventuated, I got a bit busy with camera and the barbecue.

For me, the find of the day were these pictures of the Clark family, recent members of MFHB seated at the Eastern end of the field flying their racing drones.

What a great family scene, Tilly on the left flying her drone, Jack and Jess with Ethan. Family rules, when Ethan hits six, he can have a year on the simulator and when



he's seven, he gets to fly his own drone. Tilly had to do that and look at her now. I understand more new flyers are about to join the drone racing scene, that will be something to watch. Have a wander down the eastern end of the shade shelter and have a look at their activities, well worth a look and make yourselves know to them all.



And a Hughes' family duo Daddy Rod's Fox Moth which he is flying FAE (fingers and eyes!) Or is that TAE ? and young Marty's Ryan STA. Haven't seen him let daddy have a go yet ?



And another poignant Father and son team with Daddy Stiver and “young Brent” flying his lovely enlarged Mamoielle powered by an OS 55 four stroke IC motor.

What a day, great turnout and the conditions lasting all day couldn't have been better.

Awatoto Field and MFHB operating at their best.

 Sunday 28th March, Wow another financial year all but over. Well its dawned fine and calm, let the day roll on..

“FROM your TRASH to his TREASURE”



Wot a Day, perfect weather and in excess of 40 members turning out lured by the thought of free modelling goodies and a free barbecue sausage ! The idea was kick started with a donation of modelling gear and aircraft from the estate of the late Richard Bardell who was president of HBRF in the early 1980's.

His son, also Richard contacted the club for assistance in disposing of his dad's modelling gear and asked that it be sold or given away to members for the club's benefit. We all know how little value much of member's treasure has on the market and felt that if it was given away to members for their needs and enjoyment then Richard would have been happy with the outcome and his son Richard agreed. To that end, the "Trash to Treasure" idea was born and well supported by the membership with over eighteen members and the "Shed" also contributing "Trash" which was snapped up and converted to "Treasure" in a fifteen minute feeding frenzy at 11.30am this Sunday at Awatoto Field. Not a lot of flying took place, but it was a morning of camaraderie and fun and certainly beneficial to many and allowed others to have a cleanout much to the joy of some wives as reported ! I baked some of my famous lemonade scones which with butter and jam and tea/coffee gave morning refreshment followed by a and a free sausage barbecue



thanks to the efforts of master chef Dave in his "KITCHEN".

All the "Trash" pictured above which on the stroke of 11.30 am Sunday morning, miraculously turned to "Treasure" !! Cinderella's fairy godmother would have been delighted.



Shed Morning Tuesday 30th March. Last one for the month, a few faithfuls turned out. **Tony Ward**, recently retired is getting all keen again and went home with some goodies on Sunday adding treasure to his trash. Today he brought out his Hangar 9 Tiger Moth which has been languishing nearly finished for the past few years.. We ran over the system, offered a little advice and he is well on the way to getting it in the air.



Bill Roydhouse was working on his P-51 which needed a "nose job" The motor needed reseating and tightening, quite a mission, as the motor mount was embedded in the foam. Mike and I have to cut the top foam out to release the front half of the motor mount.



Tony Ward had bought this electric FW190 from **John Aitken** and **Mike** was re-programming it for him, should be a very nice flyer on a 4 cell lipo battery.

AROUND the BUILDING BOARDS March 2021



Dave Cantell has taken on the job of building and finished the Cessna 140 that **Jim Bourke** made a start on in the club shed. **Dave** has transferred the build to his home garage workshop and making great progress. **Jim** had partly finished one wing and now **Dave** has them both almost complete and about to make a start on the fuselage.



Model to be powered with a DLE 20 petrol motor. Nice build Dave, we will follow with great interest. **Ed.**

Rob Lockyer is out to prove that Old Planes never die. After suffering a moment of indecision, **Rob's Clubba** is looking better than new again. Just awaiting a wing job and it will be in the air again soon acting as an aerobatic trial workhorse.



MEMBER PROFILE

March 2021



Hernan Lopez

Hernan has joined our ever growing band of new members. He hails from Argentina and has been in New Zealand for a year and hoping to settle here.

In answer to my questions he says

I was born in Buenos Aires, Argentina in 1992.

My interest in model airplanes started from a very young age: I would go to the club with my dad every weekend. When I was 6, I started attending a workshop to learn how to make models. My first ever airplane was an Origone. I participated in many national free flight competitions in Argentina.

At 7 years old I learned how to fly radio control planes. It has been my hobby ever since. I am especially interested in aerobatics. My passion for airplanes pushed me to become a private pilot.

My dad is excellent at building scale planes and a fantastic pilot. I wouldn't stand where I am today if it wasn't for him. We lived in the suburb of "Quilmes. I've been in different clubs. When I started with the hobby till 13 years old it was in "Aeroclub Rio de la Plata" and now in a new club so they don't have a webpage but you can find them on Facebook as "Alas del sur la plata".

<https://www.facebook.com/groups/287937491999730/permalink/876477016479105/> This is the facebook page Hernan talks about, have a look at this hilarious video of a club member being "Duped" (read the English trans.)





My father's name is Fernando López and the red plane is a Fairchild F24. The other his Cub, and a

Yes, I'm a digger driver now but in Argentina we have a car rental company so I worked for my company for 7 years and just 2 years in a Casino in valet parking area when I was 18 years old.

As a pilot I've reached 220hs of flying. Most of those with my own plane, the "Boyero". It is an experimental plane with a Subaru Legacy 2.5 engine (boxer). When I applied for the Working Holiday Visa NZ I sold it and am now planning to continue flying to get the commercial license.

My new 60cc plane will be a Slick wingspan 2.3m. Will have a DLE60 twin cylinder with canister. It is an ARF coming from Argentina.



I attach some pictures of the Boyero. H.

.....
Welcome to Model Flying Hawkes Bay
Hernan, we look forward to your
company and sharing your expertise.

ED.

Russ Nimmo's "MORE AIRSPACE" Pt 2.



MORE AIRSPACE

In last month's edition, we discussed the fact that our Model Flying Hawkes Bay airfield is located in Category D airspace extending from ground level to 2500 feet and that we have a Memo of Understanding with Airways (Napier Air Traffic Control) which allows us to fly in our designated area up to 400 feet during daylight hours.

When we want to run events like Warbirds Over Awatoto or Aerobatics Competitions like the "Rumble" the 400 feet limit is obviously a bit of a show stopper.

MFHB Committees over the years have negotiated with Airways and have established a system which allows us to fly up to 1000 feet above ground under very controlled conditions.

Firstly, there is an Exemption Notice that lays out the requirements that we must follow;

1. That we comply with CAR 101.207(1) and (2)
2. That a Danger Area has been established
3. That ATC (Airways) approval has been obtained prior to commencement of flying
4. That there is continuously available communications with ATC
5. That all fliers have a spotter
6. That the meteorological conditions at Napier are at or better than 2000 feet cloud base and 8 km visibility during the event.

The first one just says we shouldn't fly over people or property without their consent and that we will maintain a lookout for big aircraft, which is covered by **requirement 5**.

Now the process of establishing a Danger Area is done by Robert Lockyer applying to CAA for a NOTAM (Notices to Airmen) which advises all the big pilots that we are flying models in the area described, at up to 1000 feet. The NOTAM describes the Danger Area and the proposed activity and as you will see D490 is the same area as shown in the Memo of Understanding we talked about previously.

The third requirement is covered by the person nominated on the NOTAM, usually Lance, Robert or Barry contacting Airways and advising that we are about to commence flying. This also establishes the means of contact for Airways if they need to contact our representative during the event which covers **requirement 4**.

Requirement 5 is fairly obvious and was well briefed at Warbirds. The spotter is not there for a chat but to keep a lookout for big aeroplanes and keep his model flying pilot advised. You will notice that different publications, notices and even Part 101 refer variously to the "person watching out for the model pilot" as a spotter, observer or a lookout. I believe whichever word is used it implies the same meaning.

65/19

NZZC

**Napier – Temporary Danger Area NZD490 – Model Aircraft Flying
Effective: 1 to 3 NOV 19**

Temporary danger area NZD490 is prescribed to facilitate the safety of air navigation during model aircraft flying as follows:

NZD490 Awatoto, Napier

All that airspace bounded by a circle, 1 km radius, and inland of the coastline centred on S 39 33 47, E 176 55 00.

Upper limit: 1000 ft AMSL.

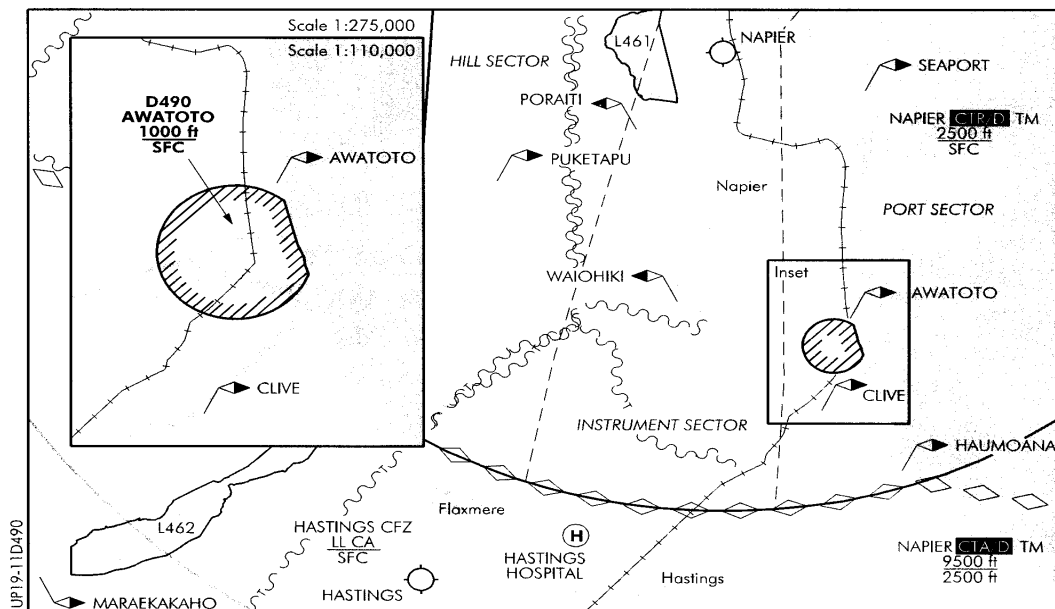
Lower limit: Surface.

Activity: Active daily between 1910312000 to 1911030600
(0900 and 1900, FRI 01 NOV and SUN 03 NOV 19 NZDT);
Model aircraft flying.

Using agency: Model Flying Hawkes Bay Inc
c/- Robert Lockyer, Tel (027) 448 3559.

NZD490 will be advised inactive by NOTAM if Napier ATC contingency procedures are in place during this period.

Prescribed pursuant to Civil Aviation Rules, Part 71 *Designation and Classification of Airspace*, under a delegated authority issued by the Director of Civil Aviation.



38

The effect of **requirement 6** became rather obvious at this year's Warbirds when a fairly dense mist significantly reduced the visibility and there was no point in our representative even calling Airways to get a clearance for us to start flying, as it would have been denied.

Giving us a clearance to operate up to 1000 feet requires active management by Airways because of our location close to their Instrument Sector of operations.

Big aircraft departing Napier to the South are required to climb straight ahead to 1000 feet and then depending on their destination will be instructed to turn left or right to pick up their en route track. When we are flying with the D490 in place, Airways do not allow big aircraft to turn left on departures to the South.

All that said and all conditions complied with, we still do NOT have sole right to the airspace. If a Big aeroplane wanders through our patch it is still a requirement for us to get out of the way, even though we are in a Temporary Danger Zone. (101.213)

It says a lot for the relationship our representatives have established with Airways that they take such an active role in managing their full size operations to accommodate us. But the need to actively manage the airspace is also a reason why they prefer to limit the number of applications for the Danger Area that we are allowed each year.

It is also the close proximity to the Instrument Sector that probably makes it unlikely we would ever be given a Permanent Danger Area for our flying field.

The recent news that Napier Tower will continue to operate, and not be closed as was suspected, is good news for us. It hopefully means that we can continue to have a good co-operation with them and continue to enjoy our model flying at Awatoto.

Keep a good lookout and Safe Flying

Russ Nimmo.

Committee Member (and part time grass mower) MFHB

If you need anything to do with Springs, such as wire undercarriage, I would recommend;

Mervyn at Simply Springs, Unit 12/815 Orchard Road, Camberley, Hastings

Merv is very helpful and comes up with some good solutions to spring problems or will suggest different materials. Not cheap but does a great job.

Check out his web site at <https://www.simplysprings.co.nz/>

Russ Nimmo.



EUROPEAN AIRSPACE REGULATIONS. MARCH 2021



In the light of Russ's foregoing, I thought it worth while reviewing what is happening in the UK with regard to UAV's, drones and unmanned aircraft and the far reaching effects this could well have on our hobby. You can draw your own conclusions. I think this gives further good reason for us to exist under the umbrella of the NZMAA who are hopefully able to negotiate on our behalf and not see us overlooked or over-ridden. The following I have copied from various sites following receipt of an email from HK. Have a read and see what you think, New Zealand regardless of it's isolation, does tend to follow the trends of the rest of the world.

NEW EASA (EU) REGULATIONS FOR UNMANNED AIRCRAFT: EVERYTHING YOU NEED TO KNOW

The new [EASA Unmanned Aircraft Regulation](#) has been enacted into law on the 31st of December 2020. But what does that mean for you as a recreational flyer? Here is everything you need to know broken down into bite-sized sections.

What is the New EASA Unmanned Aircraft Regulation (2019/947 & 2019/945) The new EASA regulation aims to consolidate and standardize all operations of Unmanned Aircraft (UA) in the EU airspace. Adopting a risk-based approach, the new rules do not distinguish between commercial and leisure activities; but are based on the weight and specifications of the UA - combined with the scope of operation. Ultimately, the regulatory framework will make flying UA in the EU much simpler, and pave the way for greater commercial adoption.

What Does Unmanned Aircraft Include? According to the EASA, an Unmanned Aircraft is any aircraft operating or designed to operate autonomously or to be piloted remotely without a pilot on board. So, this includes RC planes, helicopters, and drones.

Who Do the New Rules Apply to? The new rules apply to all UA operations in the European airspace; this includes EU Members and [EASA Member States](#). If you are a non-EU visitor wishing to operate in the European airspace, you will also need to abide by the new rules.

Mandatory UA Operator Registration First things first, if you haven't already registered yourself as a UA operator/owner, do so with the [National Aviation Authority of the EU country you reside in](#). You only need to register once regardless of how many UA you own. Once registered, you will receive an "Operator Registration Number" that needs to be displayed with a sticker/label on all the UA you own.

The Three Categories of UA Operations Based on the types of operation and their corresponding levels of risk, three categories of operations have been defined in the new framework: the Open Category (low-risk), the Specific Category (medium-risk), and the Certified Category (high-risk). Most recreational flyers will fall under the Open Category so for the purpose of this blog, we will focus more on that. The Specific Category and the Certified Category are geared more toward commercial activities including but not limited to flying beyond the visual line of sight, flying at a height over 120 meters, flying over people, and transporting goods with high risk in case of an accident.

The Open Category It is important to recognize that the new framework is not just a set of guidelines dictating where you can and cannot fly, it is more of a holistic approach where specific prerequisites must be met before you undertake certain types of operations.

With this in mind, the Open Category is further broken down into three subgroups: A1, A2, and A3. Each subgroup has its own set of requirements, however, before determining which subgroup you fall into, you must first verify you're operable in the Open Category.

Here are the prelim criteria to fly under the Open Category:

- Your UA (privately built or purchased) weighs below 25 kg;
- Your operation will not involve flying over people unless your UA weighs less than 250 g;
- Your operation will be maintained in visual line of sight (VLOS) or the remote pilot will be assisted by a UA observer;
- Your operation is flown at a height no more than 120 meters;

- Your operation will not carry any dangerous goods and will not drop any material.

Once you have confirmed that you are operable under the Open Category, you need to determine which subgroup you belong to. After January 1, 2023, all commercially manufactured UA will consist of a “class identification label” ranging from C0 to C4. The class identification label will ultimately determine which subgroup you can fly under, however, in the interim, you can refer to the table below.

Unmanned Aircraft		Operation		UA Operator/ Pilot		
Build	MTOM	Subgroup	Operational Restrictions	UA Operator Registration	Pilot Competence	Pilot Minimum Age
Privately Built	< 250 g	A1	<ul style="list-style-type: none"> Can be flown in urban areas No flying over uninvolved people (if it happens, should be minimized) No Flying over assemblies of people 	No Registration needed unless the UA has a camera or other sensor installed	<ul style="list-style-type: none"> No training required 	No Minimum Age
Commerical Model	< 500 g			Registration Required	<ul style="list-style-type: none"> Read User Manual complete an online training course provided by your respective National Aviation Authority Complete an online theoretical knowledge examination 	16+
Commercial Model	< 2 kg	A2	<ul style="list-style-type: none"> Can be flown in urban areas, however, you are required to keep a safe distance from any uninvolved people (minimum distance should at least equal to the height at which your UA is flying No flying over uninvolved people (if it happens, should be minimized) No Flying over assemblies of people 	Registration Required	<ul style="list-style-type: none"> Read User Manual complete an online training course provided by your respective National Aviation Authority Complete an online theoretical knowledge examination Complete practical training by yourself in order to familiarise yourself with the drone and ensure you reach a good level of control Undergo an additional theoretical knowledge examination that will be provided in a facility identified by the National Aviation Authority 	16+
Privately Built or Commerical Model	< 25 kg	A3	<ul style="list-style-type: none"> Cannot be flown in urban areas Must be flown at least 150 m away from an urban area Fly away from people 	Registration Required	<ul style="list-style-type: none"> Read User Manual complete an online training course provided by your respective National Aviation Authority Complete an online theoretical knowledge examination 	16+

Subgroup A1 Subgroup A1 essentially allows you to fly almost everywhere except for crowded places, over assemblies of people, and areas that your respective state has forbidden by imposing a restriction on flight of drones. Privately built UA not weighing more than 250 g can freely fly under A1 without any training or age restriction.

Commercial models weighing under 500 g can only be flown under A1 if the operator is at least 16 years old, have registered as a UA Operator, read the user manual, completed an online training course provided by their respective National Aviation Authority, and have passed the online theoretical knowledge examination.

Subgroup A2 Subgroup A2 allows operators to fly in urban environments, however, a minimum “safe” distance must be kept between uninvolved people. The “safe” distance can be defined as the distance equal to the height at which the UA is flying (e.g. if you are flying at a height of 30 m, make sure that the closest uninvolved person is at least 30 m from the position where the UA would vertically fall in the event of an incident).

Commercial models weighing under 2 kg can be flown under A2 only when the operator is at least 16 years old, have registered as a UA operator, read the user manual, completed an online training course provided by their respective National Aviation Authority, passed the online theoretical knowledge examination, completed practical training, and have passed an additional theoretical knowledge examination provided in a facility identified by the National Aviation Authority.

Subgroup A3 Subgroup A3 only permits operators to fly outside of urban environments with the UA kept at least 150 m away from the closest residential, commercial, or industrial infrastructure(s); and where no uninvolved people are present in the operable range of the UA.

Privately built or commercial models weighing up to 25 kg can be flown under A3 only when the operator is at least 16 years old, have registered as a UA Operator, read the user manual, completed an online training course provided by their respective National Aviation Authority, and have passed the online theoretical knowledge examination.

FAA REMOTE IDENTIFICATION RULE: EVERYTHING YOU NEED TO KNOW

The FAA delivered a final rule on the [Remote Identification for Unmanned Aircraft](#) on **December 28, 2020**.

But what does that really mean for us? Here is everything you need to know broken down into bite-sized sections.

What Is The FAA Remote Identification Rule? This new regulation fundamentally requires the remote identification of unmanned aircraft operating in the US airspace.

Remote identification (RID) refers to the capability of an unmanned aircraft in flight to provide various data such as its location, altitude, time, velocity, and unique identification. The initiative was established to make way for the further integration of unmanned aircraft – namely drones – into the US airspace by addressing safety and security concerns. Ultimately, this regulation will enable the scaling of commercial drone usage especially for night and over morning operations.

What Does Unmanned Aircraft Include? According to the FAA, an unmanned aircraft - the device that is used or intended to be used for flight in the air - is an aircraft operated without the possibility of direct human intervention from within or on the aircraft. So, this includes RC planes, helicopters, and drones.

Are There Any Exemptions? The Remote ID Rule applies to all unmanned aircraft for any purpose (commercial and recreational) that are over **0.55 lbs**, and all unmanned aircraft operated for commercial use regardless of their size.

So, if you have an RC plane, drone, or helicopter that weighs under **0.55 lbs** and is purely for recreational use, you are exempted from the Remote ID Rule.

How To Be Compliant With The Remote ID Rule? There are three ways to meet the identification requirements of the new rule:

Standard Remote ID

RID (remote identification) capability is built into your aircraft by the manufacturer and is compliant with the broadcasting requirements. It will become a norm for manufacturers to include broadcasting equipment into their newer models; so don't worry about that.

Broadcast Modules

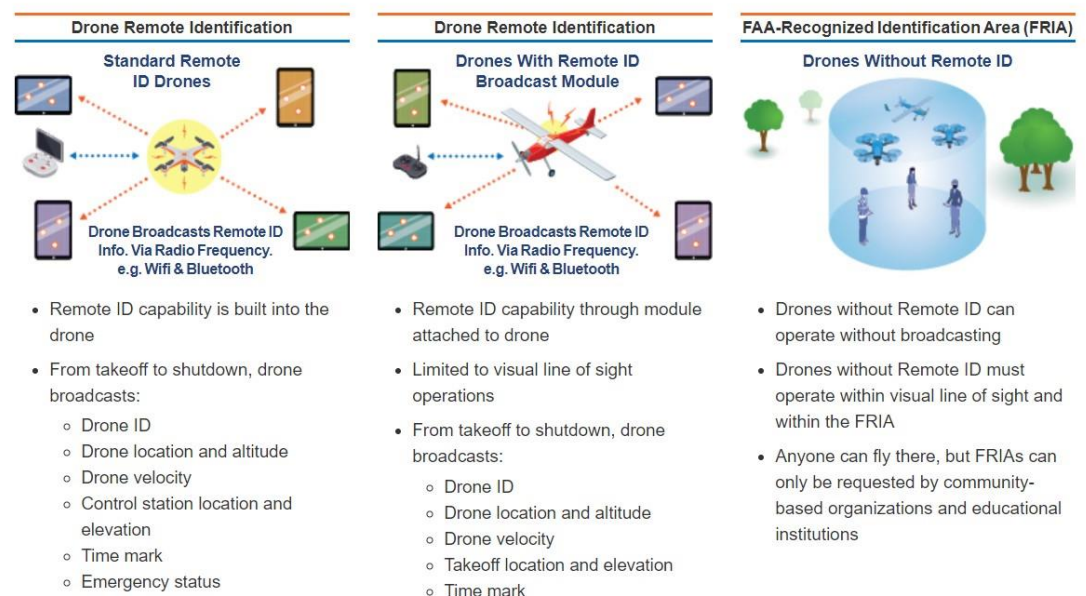
If your aircraft is an older model and doesn't have built-in RID capabilities, then a separate broadcast module will need to be installed. The FAA

anticipates such modules to cost around **\$20-\$50 USD**; however, as more options become available in the market, the price will drastically decrease. These modules are only permitted for visual-line-of-sight operations.

FAA-Recognized Identification Area (FRIA)

The final option allows you to operate your aircraft without any RID capabilities, however,

3 WAYS DRONE PILOTS CAN MEET REMOTE ID RULE



you may only fly them in an **FAA Recognized Identification Area (FRIA)**. Most of the current AMA flying sites will become FRIAs and the FAA will maintain a list of FRIAs [on their site](#) once applicable. Only visual-line-of-sight operations are permitted at FRIAs.

When Do I Need To Be Compliant? As an operator of unmanned aircraft, you will have **30 months** (after the rule's effective date) to comply with the Remote ID requirements which is tentatively **September 2023**

What Can I Do Now? If you haven't already registered your unmanned aircraft system, now would be a good time. To be compliant with option 1 (Standard Remote ID) and option 2 (Broadcast Modules) your aircraft serial number and/or your broadcast module's serial number must be registered under your unique FAA registration number. To register with the FAA, click [here](#). You will need to renew your registration every **3 years** and it will cost you **\$5 USD**.

That's all a bit Scary Aye ? !! Ed.



But I followed all of the MFHBM Model Rules.
Who are you to question the NZMAA



Warbirds over Awatoto Pictures. March 2021



Andy Dobson visits us every year with his large camera. He is a photographer, modeler, and has sent me this link to his flicker account containing his photographs. He is also a member of the club as well as being a member of this year's "W o A."

https://www.flickr.com/photos/andy_dodson_npmac_photos/albums/72157718155356697

Here are a few examples of his photographic expertise, you can see them all by clicking the above link.



Thanks Andy.

Ed. mfhb

A Light in the Tool Box. Richard Bach



Following on from last month's short story by pilot and author Richard Bach, here is another whimsical monologue I have stolen out of his 1975 paperback "A Gift of Wings" for you to contemplate and enjoy. Let me know if you want to enjoy some more. Ed.

A light in the toolbox

That which a man believes, the philosophers say, is that which becomes his reality. So it was for years as I said over and over again "I'm no mechanic," I was no mechanic. As I said "I don't even know which end of the screwdriver to hit the nail with," I closed a whole world of light from myself. There had to be somebody else to work on my airplanes, or I couldn't fly.

Then I came to own a crazy old biplane, with an old-fashioned round engine on its nose, and it didn't take long to discover that this machine was not about to tolerate a pilot who didn't know something of the personality in a 175 horsepower Wright Whirlwind, something about the repair of wooden ribs and doped fabric.

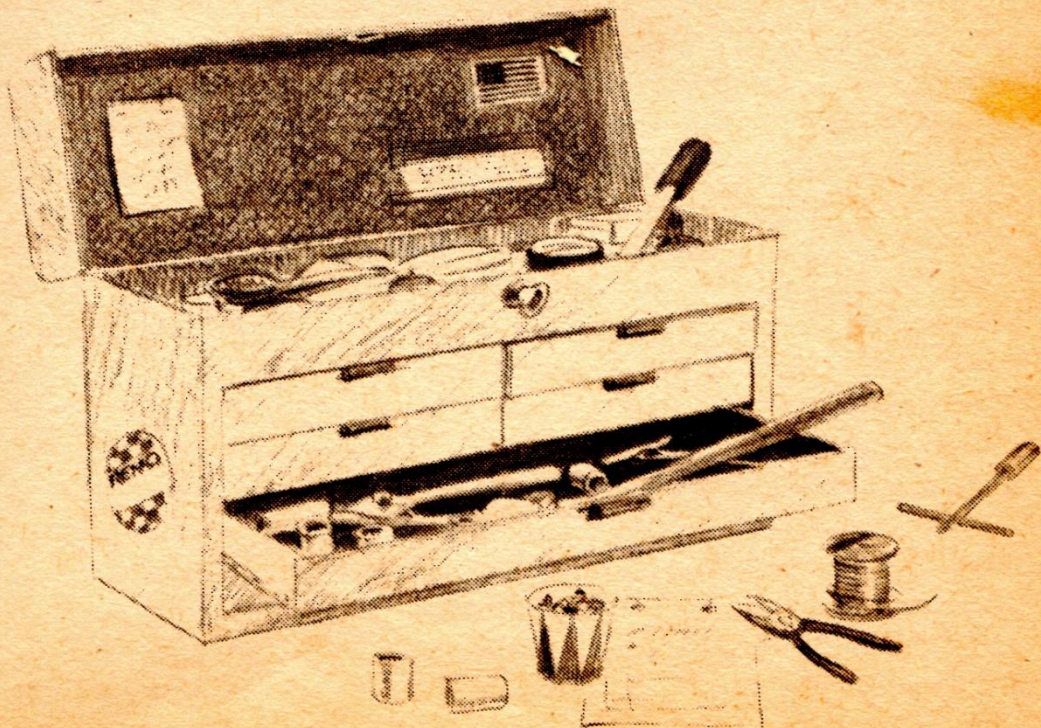
That was how the rarest event in life came to me . . . I changed the way I thought. I learned the mechanics of airplanes.

What everybody else had known for so long was brand-new adventure to me. An engine, for instance, torn apart and scattered across a workbench, is just a collection of odd-shaped pieces, it is cold dead iron. Yet those same pieces, assembled and bolted into a cold dead airframe, become a new being, a finished sculpture, an art-form worthy of any gallery on earth. And like no other sculpture in the history of art, the dead engine and the dead airframe come to life at the touch of a pilot's hand, and join their life with his own. Standing separately, the iron and the wood and the cloth and the man are chained to the ground. Together, they can lift on up into the sky, exploring places where

none of them has ever been before. This was surprising for me to learn, because I had always thought that mechanics was broken metal and muttered curses.

It was all there in the hangar to see, the moment I opened my eyes, like an exhibit in a museum when the light is turned on. I saw on the bench the elegance of a half-inch socket set; the smooth, simple grace of an end-wrench, wiped clean of oil. Like a new art student who in one day first sees the work of Vincent Van Gogh and Auguste Rodin and Alexander Calder, so I suddenly noticed the work of Snap-On and Craftsman and the Crescent Tool Company, gleaming silent and waiting in battered toolbox trays.

Art of tools led to art of engines, and in time I came to understand the Whirlwind, to think of it as a living friend with whims and fancies, instead of a mystic sinister unknown. What a discovery that was, to find what was going on inside that gray steel case, behind the spinning flash of the propeller blade and the flickering bursts of engine roar. No longer was it dark inside those cylinders, around that crankshaft; there was light—I knew! There was intake and compression and power and exhaust. There were pressure oil bearings to hold whirring high-speed shafts; carefree in-



take valves and tortured exhaust valves darting down and back on microsecond schedules, pouring and drinking fresh fire. There was the frail impeller of the supercharger, humming seven times round for every turn of the propeller. Rods and pistons, cam-rings and rocker-arms, all began to make sense, clicking to the same simple, straight logic of the tools that had bolted them in place.

I went from engines to airframes in my studies, and learned about weld clusters and bulkheads, stringers and rib-stitching, pulleys and fair-leads, wash-in, offsets, rigging. I had been flying for years, and yet this was the first day I ever saw an airplane, studied it and noticed it. All these little parts, fitting together to make a complete aircraft—it was great! I raged in the need to own a field full of airplanes, because they were so pretty. I needed them so that I could walk around and look at them from a hundred different angles, in a thousand lights of dawn and dark.

I began buying my own tools, began keeping them on my desk, just to look at and touch, from time to time. The discovery of the mechanics of flight is no small discovery. I spent hours in the hangar absorbing Michelangelo airplanes, in shops studying Renoir toolboxes.

The highest art form of all is a human being in control of himself and his airplane in flight, urging the spirit of a machine to match his own. Yet I learned, courtesy of a crazy old biplane, that to see beauty and to find art I don't have to fly every moment of my life. I have only to feel the satin metal of a nine-sixteenths-inch end-wrench, to walk through a quiet hanger, simply to open my eyes to the magnificent nuts and bolts that have been so close to me for so long.

What strange, brilliant creations are tools and engines and airplanes and men, when the light is turned on!

CLASSIC PATTERN Mar 21



Over the past three years or so ‘Classic Pattern’ has been promoted by the Aerobatic SIG but although there was a lot of hype around the idea, nothing much seemed to happen. I think three flew at the at the 2019 Nats, certainly no one at MFHB Awatoto, though Ewan and Hamish were beavering away in their Norsewood workshop. The essence of this class is to promote and bring back the classics. The NZ Aerobatic SIG promotes the class as follows. *The class is open to everyone, beginner to expert. The schedule is right from the 1970’s, so come and fly with any model designed and flown prior to October 1983. Nitro, electric, it does not matter.*

I don’t know about you, but the idea of limiting a class to the design and technology of the sixties and seventies and flying a relatively basic front pass schedule is certainly appealing. Many modellers have been able to climb up into their attics or those of their fathers or older friends and find just some such aircraft waiting some TLC and go fly !

Leap forward to the Rumble last month here at Awatoto, and the class started to show it’s straps, with seven competitors going at it, and the speed and the positioning of schedule to my mind made it more interesting than many of the other aerobatic classes and routines. That it drew the most entries of any class must also say something.

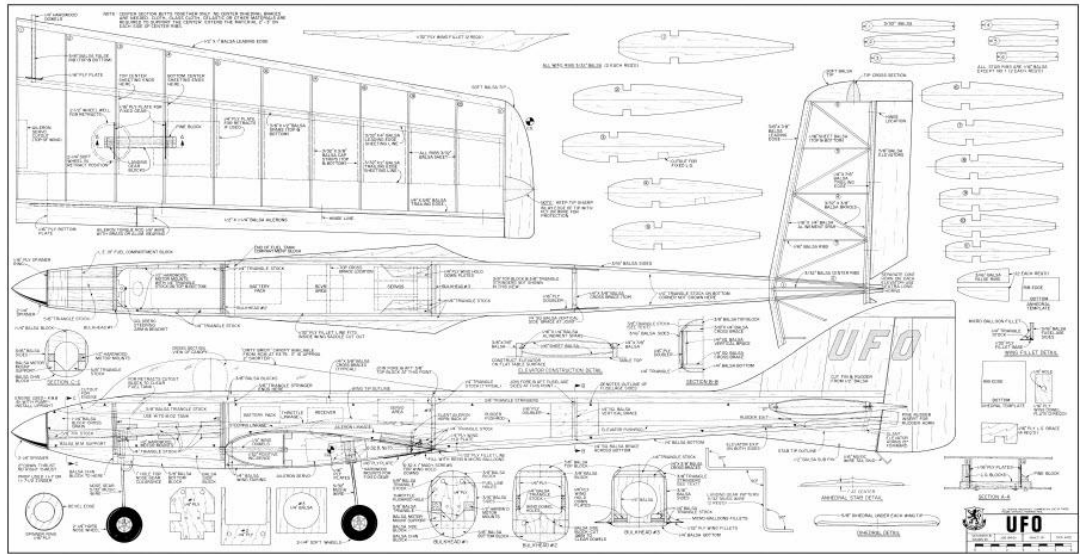


Here’s that line up, what a fine looking bunch of “Oldies ?” (with a couple of exceptions maybe ?) From the left, Das Ugly Stik, Kwik Fly, Hanno Prettner MAGIC, Phoenix 8 and a Twister. All pre 1983 (except Grommet) Now the good news is that our beloved Club Captain Mike wnet home all of a quiver .. shaken up .. Jo says he’s been wandering around ever since the Rumble muttering words like, Kwik Fly, UFO, Tuned pipes, and at night he’s been snoring to the tune of “ It’s a long way to TIPORARE”. This takes him back to those glory days of his youth, so long ago when his daddy Barry built all those wonderful aerobatic planes for him and Mike flew them to death. He is excited at the prospect of maybe promoting Classic Pattern at Awatoto amongst interested members, remembering that Hamish, Sean and Ewan Galloway are already well down that road at Norsewood in their own bubble, and Andrew S has a steed. Watch this space members, could you be interested in having a go ? Interest in

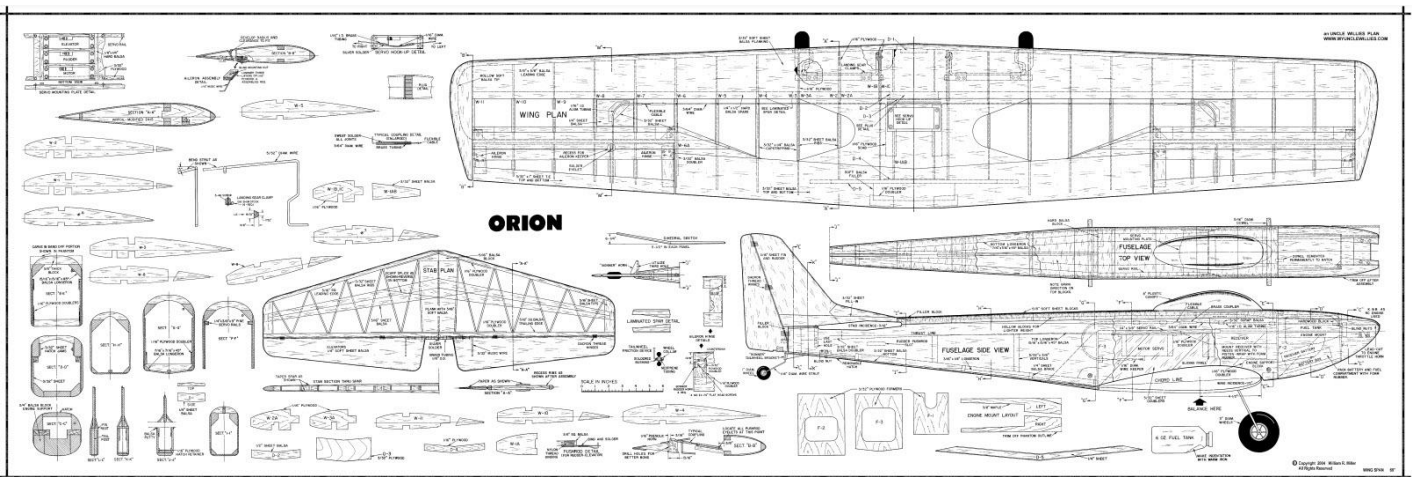


the club at currently is centred around a few models, UFO, Orion, Kwik Fly and Tiporare. Mike is dealing presently with a UFO pictured above which he acquired from Robert who got it from Fraser and before that who knows. Some of these models lying around have long histories. They are mostly centred around 60/61 glow engines fitted with a variety of mufflers and/or tuned pipes.

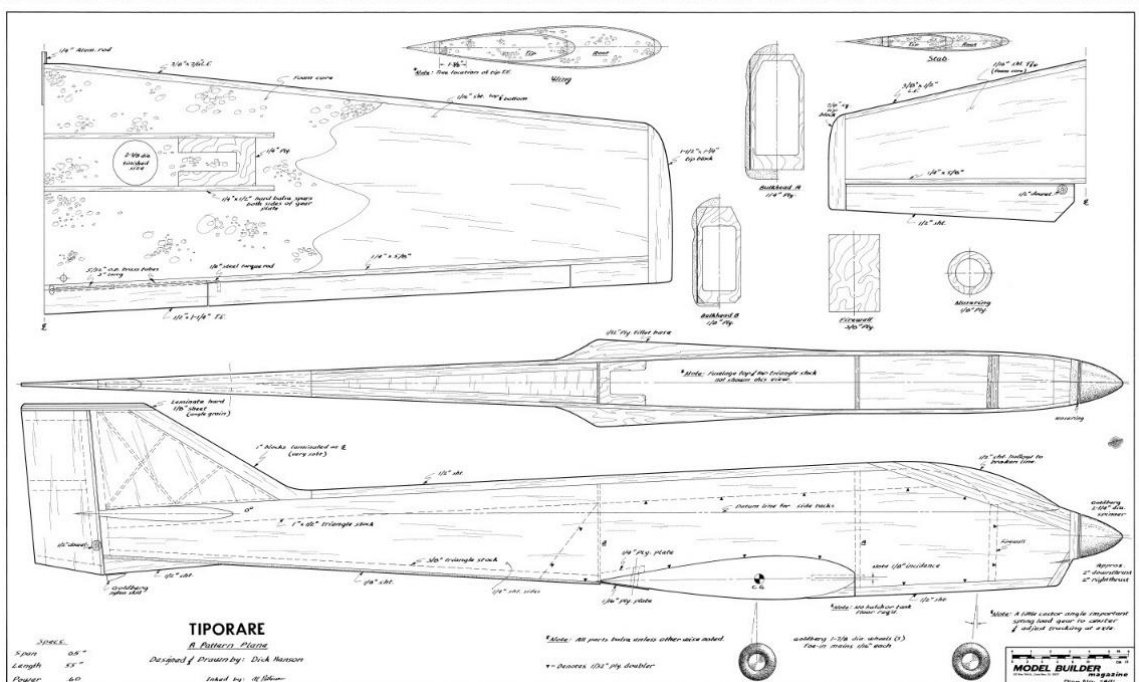
Also hiding in Mike's workshop is an Orion, from his glory days again watch this space. The plan download is available on Outerzone. Orion



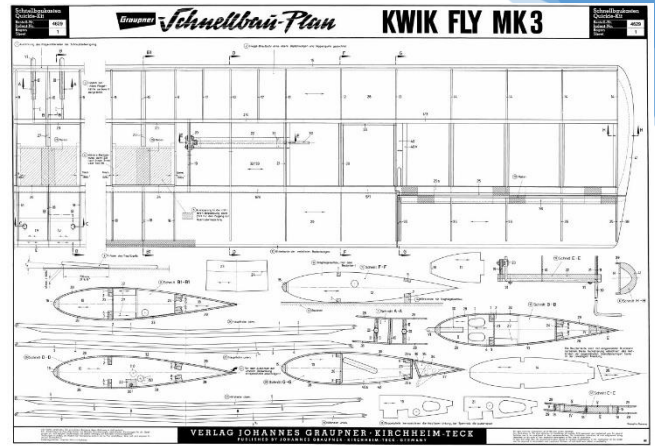
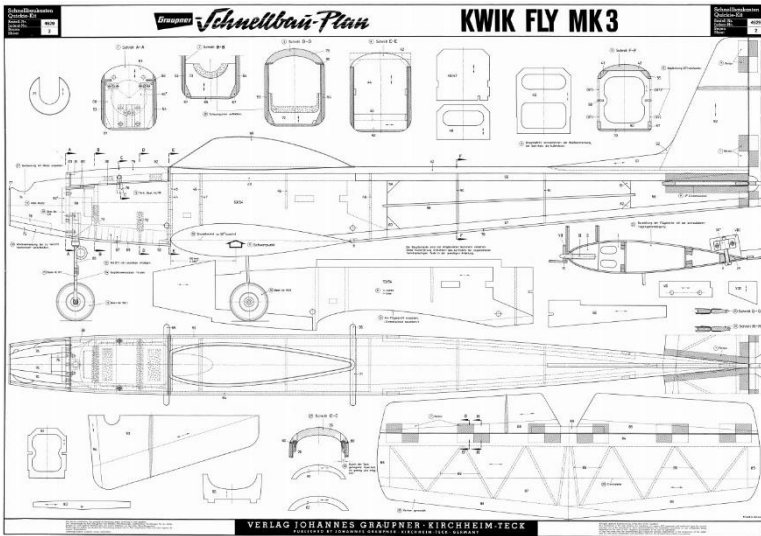
https://outerzone.co.uk/plan_details.asp?ID=927



The model that catches my imagination both building and appearance wise is the Tiporare from the Dick Hanson stable, which he describes as a Curare (another well know aerobatic model) with a "nose job"! Tiporare



<https://outerzone.co.uk/search/results.asp?keyword=Tiporare>

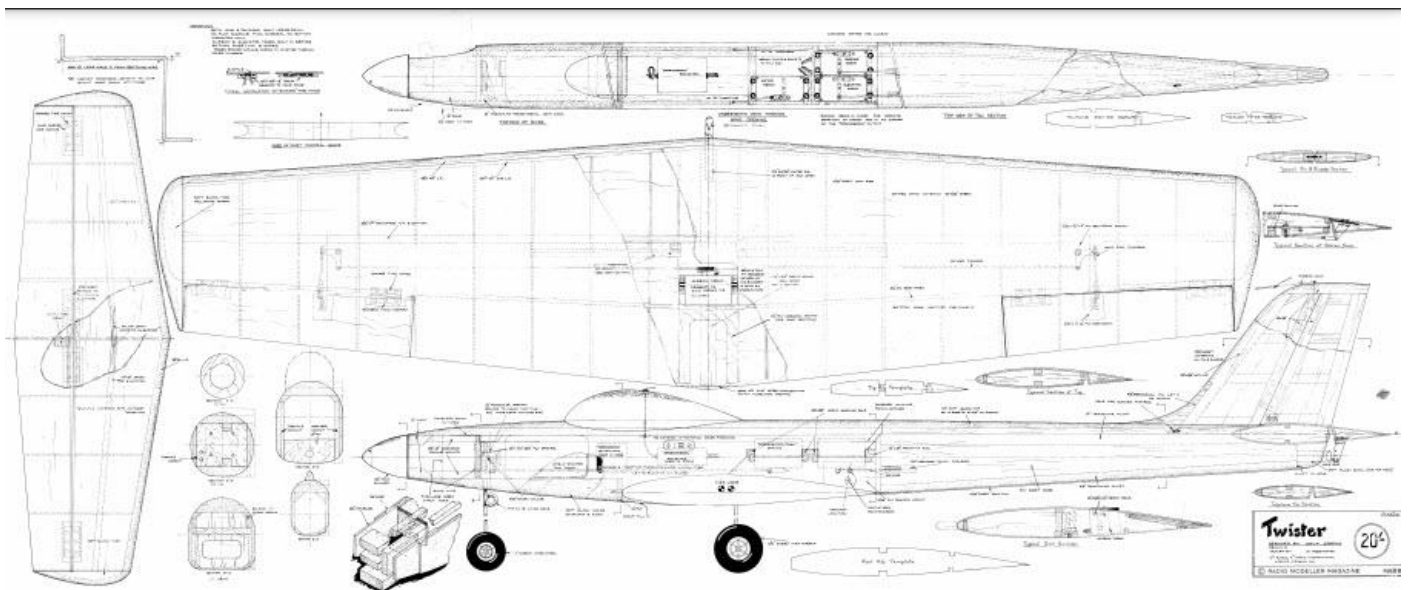
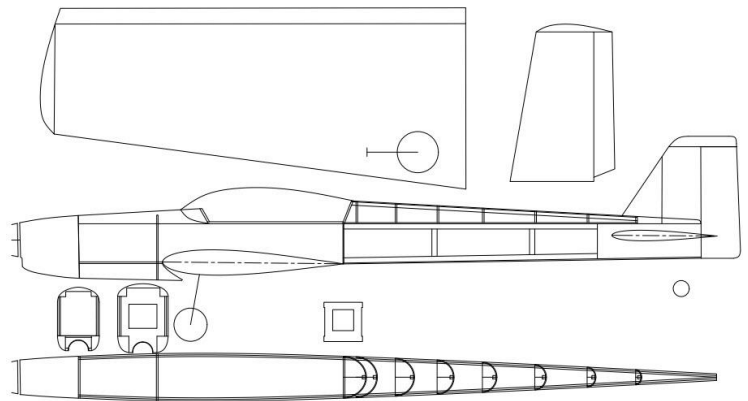


https://outerzone.co.uk/plan_details.asp?ID=4440

The Kwik Fly is another classic pattern model on the interesting list. Again available from Outerzone.

Further research in the club reveals more ... **Gavin Shute** has built and/or restored a couple of Classic Pattern models, an Illusion (Dave Brown/Great Planes) which is an upgrade of the Tiporare powering that with an OS61 on OS Pipe, and a Calypso with an ASP motor.

John Clarke built and flew a Calypso very successfully at Highway 50 in the late 1980's. I know because I stole a copy of the plan. Been looking for it but sadly it has fallen into that hole in my workshop where so many things go missing !

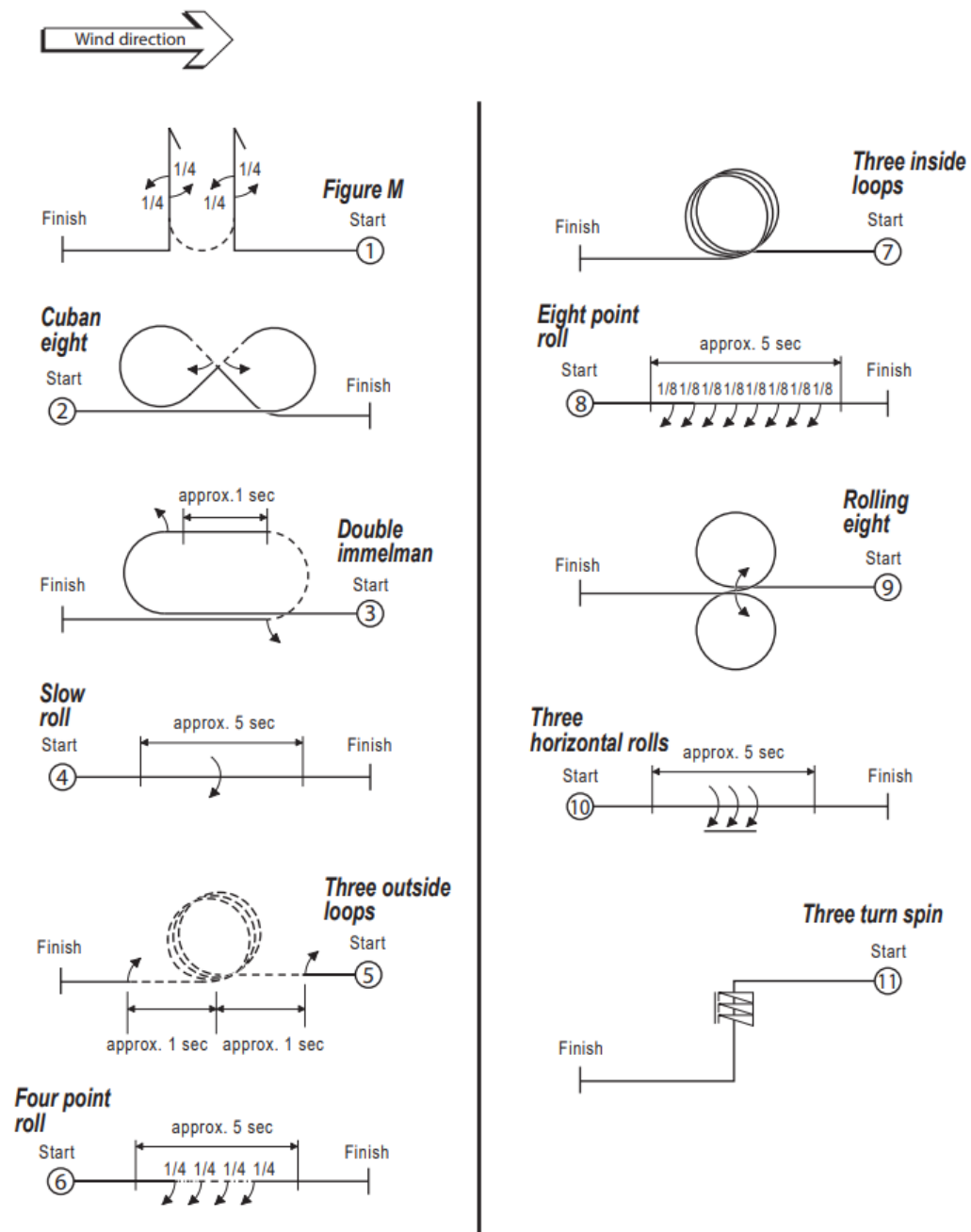


And last above is the Twister as flown by Ewan and Hamish Galloway and pictured above in the group photo. This is a smaller fast flying 57inch model designed by Doug Spreng in 1968. Again the download and an interesting article is available on Outerzone https://outerzone.co.uk/plan_details.asp?ID=11503

5.1.13. Schedule of Manoeuvres

	Manoeuvre (C2020)		K-factor
1	Figure M (with quarter rolls)	Into wind	5
2	Cuban Eight	Down wind	2
3	Double Immelman	Into wind	2
4	Slow Roll	Down wind	3
5	Three Reverse Outside Loops	Into wind	3
6	Four Point Roll	Down wind	4
7	Three Inside Loops	Into wind	2
8	Eight Point roll	Down wind	4
9	Rolling Eight	Into wind	2
10	Three Horizontal Rolls	Down wind	3
11	Three Turn Spin	Into wind	2
		Total K-factor:	32

Classic Pattern Schedule C2020



Derek Whelan has also declared an interest and already acquired a motor and pipe, and eyeing up an Arrow. From where you may ask, have a look at this Web site he has found, just so much choice.... All moulded composite bodies.

<https://aerocompositesrc.com/product-category/full-catalog/classic-pattern/page/2/>

Now we just need to get Stanley N, and Robert L, and John S, and Phil S, and Myles M, and Hernan L, and Ian G, and Alex W, and Brent S, and Marty H, and Stuart S, and Chris W interested, all capable pilots. Add that to three Galloways, Andrew S, Mike S, Jayden M, and Self R, and we have a possible squadron of TWENTY ! Wow !! Even more fun we could run two flight lines, Wow again !

Mike and Jayden have been flying the yellow UFO and having a ball, fortunately it has a fixed undercarriage so Jay can tell which way up it is !

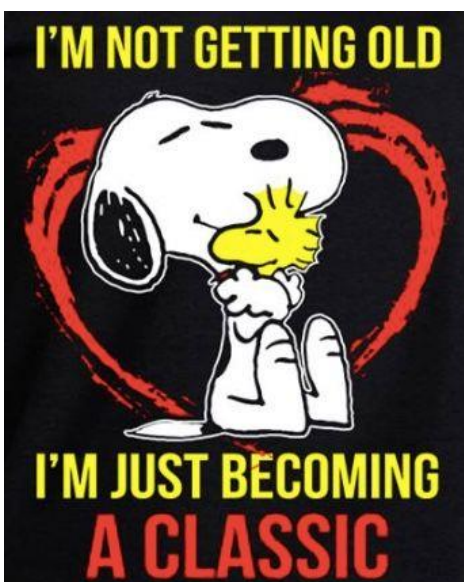
Mike goes on to say; *Well, Barrie's right. I got very excited at the sound, smell and smoke billowing from a classic pattern model with a 10cc motor maxing out on a tuned pipe.*

The centred schedule also appeals because it allows the pilot some fun during the turn arounds at each end that are not judged.

Last week I flew an old and tired UFO with an equally old OS 10cc FSR and it brought a big smile to my face. It was fun!!

So have a look in your lofts and see what you can find and join us. You will be glad you did.

I have an Orion with history. Dad built it in 1961 and it just needs covering and setting up. This was from a Top Flite kit and I still have it. I intend to finish it, maybe it won't be competitive with a Phoenix 8 but it was the World Champion F3a model of 1960!! (And it will be fun!!!)



If members are interested in getting involved in the Classic Pattern movement, register your interest with Mike and as a group we can liase and help each other going forward and have fun whilst doing it. **Ed.**

STOP PRESS !! That was going to be the end of this article until I got talking to Frazer and so I just have to add his comments which are so relevant to the classic pattern movement.....Frazer writes.....

Hi Barrie, Good stuff, some additional comments for the Classic article....

We flew Classic over two flightlines at the Nats, and also at Tect Park. It was awesome. Two planes whizzing about at the same time, and callers trying to loudly “out call” the guy on the other line makes for a great spectacle. Plus there is no take off or landing judged in Classic, so we speed things up by getting the next guy airborne before the previous guy lands. We only flew it over one flightline at Awatoto, because we only have a pair of the Notautomatic scoring devices. But rest assured, next time, two flightlines it will be !!! So its not for the faint hearted.

I’m going to book in a date for a special “Classic Aerobatics” Day, hopefully on 29th May, and hopefully at Waharoa. I’m just waiting to get the thumbs up from the club. So perhaps advertise that there will be a classic day in late May, up in the Waikato, date and venue to be confirmed.

Last thing Make sure you make a mention of Gwyn Avenell (Avetek) and the “Hangar One” range of laser cut kits available here in NZ. Here is the link: <https://www.hangarone.co.nz/shop/laser-cut-aircraft-kits/classic-pattern>

There are a few to pick from now, the latest design from Gwyn being the new Calypso, which is the last classic design pre 1983. 1983 was the last W/C where they flew centre manouvres. In 1985, the “Turn Around” sequences started, hence why 1983 was picked as the cut off year.

Hanno Prettner won the W/C in 1983 with his Calypso. (I found this:

<http://www.f3a.no/Historien/WC/WC%201983,%20USA.pdf> Here is a great photo you can use.



It was the model he did after his Magic, which had fully enclosed tune pipe, snap flaps, wheel brakes, and variable pitch on the prop. He thought it was getting to complicated, so the year after, he came out with the Calypso. Motor was set on a 45 angle with the pipe slung under the wing. Apparently they laughed when he showed up, and said “Mate, you’ve brought a trainer !!” Well he won with it, so I guess that ended that argument.

In my youth I first saw “Aunty” Grant Finlay at Waharoa flying a Calypso, doing slow rolls and knife

edge at high speed, only a few feet off the deck. Back when he used to wear short shorts (brown stubbies). I thought ... wow ... that looks like a bit of me ... the flying, not the stubbies !!! So it’s all his fault. I had a Calypso too, it was the Model Tech one. Bit heavy but flew well.

Which reminds me ... we have a Hangar One “Curare” kit that is going to be lucky dip prize raffled off at the end of the current flying season. The SIG got a sweet deal on it, so thanks to the sponsorship from Hangarone & Avetek. The first attempt at Classic was a bit of a flop, with not much action. So we have held onto it, but its going to get handed out in time for someone to build it this winter. How do you get in the draw ? Every Aerobatics event you fly (flew) at between October 2020 and May 2021 gets you a ticket in the draw. So there is still time to get on the list, with a few more events in April and May to go.

It sounds like our Classic Day at Waharoa in May will be the perfect day to draw this out. (You don’t have to be there to win it)

STOP PRESS !! Just got the thumbs up on Classic Day at Waharoa – Saturday 29th May.

Cheers, Frazer.

HAMILTON AEROBATIC & FLOATPLANE Weekend. Mar 21



Saturday 27 & Sunday 28th.....

Six MFHB members converged on Hamilton for a one day IMAC and Pattern Aerobatic Contest. The lure was so strong, that some stayed on for the Hamilton MAC Float Plane Sunday and a great day out was had by all. Here hot off the Brigg's Press is Frazer's aerobatic report.....

Hi All, Well A bloody great day in "The Tron" flying aerobatics. First "home town" comp for me in 10 years I think, but the alarm still went off at 6:45am !!!

20 pilots, a massive turnout. Wow. Great for a one day comp. Weather was mint to start with, but got windy and "dark and angry" in the afternoon. Reminds me of a story a pilot once told me about his ex- wife. Moving on A gallery of locals came out for a look, and at midday resin chairs were in hot demand.

We flew till after 6pm and left the field as it was going dark. At one stage we had two flights running back to back, which really makes things crank through in super fast time. Only possible when we get such a good turnout, because without the numbers to work as judges and callers it just can't happen.

Thanks to the HMAC club, and all those that did their bit on the day.

Special mention to our electronics wizard, Rob Lockyer ... he's made us a "UPS" now for you un initiated, that's an "Uninterruptible Power Supply". Why do we need that ? It's for the Raspberry Pi, the computer that is the heart of the new wireless scoring system, which runs off USB power. In layman terms, it means we can power the system and hot swap the batteries as they go flat, without having to shut the whole thing down for 5 mins while we do so. Thumbs up Rob, thanks for your work on that one. Worked a treat on the day. We are really getting the hang of things on the new system, before the last flight landed I had the scores finalised !! Some bloody good flying on the day, and some swapping of places in the last round too.

The scores pasted in from the Notautomatic system are below. I'll post an event report on the website soon with a few pics. I'm seeing some promo points in there !! (Kim Clarke, Dom Clarke, Aaron Maitland)

Tons of events still to go before we end the season, hold that sand paper for a while yet. IMAC @ Galatea Anzac weekend in April, Norsewood Combined 1st weekend in May, Airsail combined middle of May, plus North Shore MAC pattern later on May. Plus I'm going to try and slot in a Classic Day too. Check the nzrcaa website to see the calendar and dates. Get your leave passes sorted early !!

Cheers, "Bo Jandals"

Rob and Mike were ecstatic about the weekend, lots of activity in Aerobatics on Saturday with MFHB members performing well. Just like an old golfer, Mike burgled his way to the top in his class, first serious comp he's flown in years. Young Sean Galloway is showing more than a hint of his old man's prowess and Jayden is flying well, the future is looking assured. Sunday, Mike and Jay and Rob headed off to the Hamilton Float Fly. They enjoyed themselves so much flying Rhyno's and Alan Rowson's aircraft, that they've all bought new shovels and are all set to dig a pond somewhere ??? They all remarked how



friendly , interested and accommodating the Hamilton members were making for a splendid weekend. Some random pictures and the results hereunder.



Clockwise from Top Left.



Aerobatic Pits Scene at Hamilton MAC / Alan Rowson mit Spitfire Floaty / Mike & Wayne's heritage vintage flight boxes, brought a tear to Mike's eye ! / Jay having a ball with one of Alan's aircraft / Old friends, Wayne Cartwright and Dave Crook observing / The Lake scene.

Results Below:

Basic IMAC

Hamilton - 2021-03-27





Classification

Competitors	Cat	Country	Total	Position	Flight 1 Known Finished		Flight 2 Known Finished		Flight 3 Known Finished		Flight 4 Known In progress	
					Net	Norm	Net	Norm	Net	Norm	Net	Norm
Clarke Kim (922)	Senior	 (NZL)	2000.00	1	1975.25 72.1 %	1000.00	1879.75 68.6 %	1000.00	2032.00 74.2 %	1000.00	--	--
Lockyer Rob (921)	Senior	 (NZL)	1786.37	2	1633.50 59.6 %	826.98	1742.75 63.6 %	927.12	1746.00 63.7 %	859.25	--	--

Sportsman IMAC

Hamilton - 2021-03-27

Classification

Competitors	Cat	Country	Total	Position	Flight 1 Known Finished		Flight 2 Known Finished		Flight 3 Known Finished		Flight 4 Known In progress	
					Net	Norm	Net	Norm	Net	Norm	Net	Norm
Clarke Dom (920)	Junior	 (NZL)	2000.00	1	3147.00 70.9 %	1000.00	3163.00 71.2 %	952.42	3114.75 70.2 %	1000.00	--	--
Maitland Aaron (923)	Senior	 (NZL)	1991.02	2	3118.75 70.2 %	991.02	3321.00 74.8 %	1000.00	2482.50 55.9 %	797.01	--	--
Briggs Mike (Baldrick) (930)	Senior	 (NZL)	1856.05	3	2706.75 61 %	860.10	3053.25 68.8 %	919.38	2917.50 65.7 %	936.67	--	--
Perry Lyndon (936)	Senior	 (NZL)	1683.89	4	2462.25 55.5 %	782.41	2614.25 58.9 %	787.19	2793.00 62.9 %	896.70	--	--





Clubman (4)

Hamilton - March 27 2021

F3A - Aerobatic Aircraft - F3A APA 3FlightDiscard

Preliminary results



Position	Competitors	Total	Flight no 1 Finished		Flight no 2 Finished		Flight no 3 Finished		Flight no 4	
			Net	Norm	Net	Norm	Net	Norm	Net	Norm
1	Mike Shears (949) Snr  NZL	2000.00	144.75	1000.00	121.25	903.17	138.25	1000.00	0.00	0.00
2	Ricky Maitland (924) Jnr  NZL	1892.92	129.25	892.92	134.25	1000.00	116.50	842.68	0.00	0.00
3	Kaden Newman (943) Jnr  NZL	1770.16	108.75	751.30	125.00	931.10	116.00	839.06	0.00	0.00
4	Dave Crook (948) Snr  NZL	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00





Masters (2)

Hamilton - March 27 2021

F3A - Aerobatic Aircraft - F3A APA 3FlightDiscard

Preliminary results



Position	Competitors	Total	Flight no 1 Finished		Flight no 2 Finished		Flight no 3 Finished		Flight no 4 Finished	
			Net	Norm	Net	Norm	Net	Norm	Net	Norm
1	John Knox (917) Snr  NZL	3000.00	453.00	1000.00	382.50	1000.00	402.50	996.29	489.00	1000.00
2	Sean Galloway (908) Jnr  NZL	2795.86	415.00	916.12	336.50	879.74	404.00	1000.00	419.25	857.37
3	Jayden Molloy (932) Snr  NZL	2690.92	392.00	865.35	365.25	954.91	343.25	849.63	425.75	870.66
4	Dave Wilkins (934) Snr  NZL	2674.58	424.00	935.99	316.25	826.80	352.50	872.53	423.50	866.06

F3A (1)
Hamilton - March 27 2021
F3A - Aerobatic Aircraft - F3A APA 3FlightDiscard
Preliminary results



Position	Competitors			Total	Flight no 1 Finished		Flight no 2 Finished		Flight no 3 Finished		Flight no 4 Finished	
					Net	Norm	Net	Norm	Net	Norm	Net	Norm
1	Frazer (Bogan) Briggs (911)	Snr	NZL	2993.87	<u>436.50</u>	<u>1000.00</u>	<u>506.00</u>	<u>1000.00</u>	<u>445.50</u>	<u>993.87</u>	0.00	0.00
2	Hamish (Worms) Galloway (907)	Snr	NZL	2934.29	407.25	932.99	<u>472.75</u>	<u>934.29</u>	<u>448.25</u>	<u>1000.00</u>	<u>445.75</u>	<u>1000.00</u>
3	James Danby (905)	Snr	NZL	2742.80	377.75	865.41	<u>462.25</u>	<u>913.54</u>	<u>423.00</u>	<u>943.67</u>	<u>394.75</u>	<u>885.59</u>
4	Paul Tomlinson (918)	Snr	NZL	2432.62	316.75	725.66	<u>401.75</u>	<u>793.98</u>	<u>373.00</u>	<u>832.13</u>	<u>359.50</u>	<u>806.51</u>

Coming Events on the NZRCAA Calendar.....

- APR **23 - 25** IMAC @ Galatea
- MAY **1 - 2** Norsewood– Southern Hawkes Bay
- MAY **16** All day Norsewood (Regional Comp)
- MAY **16** All day JR Airsail Pukekawa / Mercer (Regional Comp)
- MAY **23** All day Pattern @ North Shore MAC
- MAY **29** 8:0am - 5:0pm Classic Day @ Waharoa

Links.....

The Awatoto Rumble event report, photos, results etc posted on the website.
: [The Rumble – Awatoto 26/27/28 February 2021 – New Zealand Radio Controlled Aerobatics Association \(nzrcaa.co.nz\)](http://www.nzrcaa.co.nz)

Hangar One have got a great range of Classic model kits in their line up now ... get building check them out here:
[Classic Pattern - Hangar One](#)

Classic Day at Waharoa on Saturday 29th May !!!

VINTAGE REPORT Mar 2021



Thursday 4th (so it is when I reset the date on my watch !) Small group, Mike S came out with Bill R's Night Train, did some trimming and it's flying great, 5 min's is a doddle. Had a close shave with my NT, had an easy 5 minute flight and was coming down in a hurry for the next flight. The model is set up pretty neutral, so at speed in a dive it responds to elevator quite slowly and as it got lower I think I got dis-orientated as to which way it was turning ! Disappeared behind the stopbank and we found it in this side of the drain floating on it's back, and half the prop at the top under the fence. Hitting the fence must have taken the sting out of the arrival so just suffered a wing intrusion and a tip full of water. Floating on its back my gear was high and dry thank goodness !



Tony Ives reports great progress on his double Gollywock build for himself and **Stanley**. A man of great skill and few words, he writes; *Photos of the two Gollywocks without any gear. The planes weigh at this stage 7oz each, my estimate with the gear would be somewhere between 13oz and 14oz. Cheers, Tony.*



What a great build **Tony**, they look magnificent and at the predicted weight and wing loading they should be ultra competitive. We'll look forward to seeing them both competing at the Awatoto Vintage regional Champs on 10th & 11th April. Have you decided which colour **Stanley** is allowed to have ?

Vintage flying has been a bit sparse this month, we've had a run of lessor Thursday weather. Also I suspect a few too many Vintagers are sitting waiting for that phone call to say we're flying this or that. It ain't always going to happen guys, sometimes I tire of leading the bunch ! You all have copies of the rules, calendars, weather forecasts, aircraft and hopefully the will to compete or just sport fly so please don't just wait for me. NDC beckons !

Brett, Mike and I got a few scores in for NDC Vintage and Classical E Duration at least showed the flag for the club.

Sunday 28th March. After the Trash & Treasure, **Brett and I** flew our Night Trains in the Classic E Duration NDC. There was nice air up around 400 feet early/mid afternoon !

R/C VINTAGE CLASSICAL DURATION

28/03/2021

											GRAND
NAME	MODEL	FLIGHT	TOTAL	FLIGHT	TOTAL	FLIGHT	TOTAL	FLYOFF	TOTAL		
BARRIE RUSSELL	NIGHT TRAIN	379	300	339	300	388	300	446	1346		
BRETT ROBINSON	NIGHT TRAIN	330	300	333	300	327	300	379	1279		

Now, don't forget the Regional Vintage Championships we are hosting at Awatoto Field on APRIL 10 & 11

We look forward to your support for the weekend, we have the facility, we have visiting flyers already booked in, so the more the merrier especially as the format is so relaxed. The long range weather forecast at this time is also looking promising. Members, please make a special effort and come and enjoy the weekend and also learn some more about Vintage flying, all welcome and we'll feed you as well.

We have a 1000 ft Notam in place at Awatoto for the weekend of **10th & 11th April** and look forward to your company and participation. Usual rules apply, you can fly any class at any time to suit your needs, and for those who just want to sport fly, you're very welcome to join in.

There will be a hamburger barbecue and tea and coffee both days and there will be a landing fee of \$10.00 to help defray the Danger Area/Notam costs and expenses. We will also have a generator running for charging facilities.

I would be grateful of an email indication of your attendance if possible to help planning, and if sufficient interest, could arrange a dinner venue on the Saturday evening. The main gate will have our combination lock (2021) as well on the gate.

STOP PRESS !! In conjunction with the **vintage**, as we have a 1000 ft NOTAM in place, on Sunday morning April 11th at 10.00am Kevin B will run a Radian Class P NDC Competition at one end of the field. It won't conflict with the Vintage comp so all Radian and two meter glider flyers come and join in and have a go, then stop for a Dad and Dave burger.

SOARING REPORT

Mar 2021



Over the past weeks it's been quite a busy time with our large competition in Christchurch (Soarchamps 2021) which meant getting all of planes, winches, batteries etc down there for a four day competition. This was a two-day trip each side with trailer and car. We were lucky and managed 4 good days of flyable weather in the South Island. It was great to catch up with the local soaring guys and the competition was held in Lincoln.



We have been so lucky in Hawkes Bay with probably one of the best soaring fields now in NZ for regular use. While the weather has been hard work in the past few weeks we have managed quite a few days of practice on the usual

regular basis. We have an app on our phone set up (whatsapp) for the locals so we can message each other when we are planning on heading to the field. The Biggest event recently in the soaring world has been the release of the new model designed by our very own local Joe Wurts. This model "Yoda" has been built by Vladimir models in Ukraine and has just been released. We have been lucky enough for both Joe and Kevin to have one each for testing before the Grand release to the public. Joe had built a prototype 6 months odd ago for some preliminary flying. This is a DLG with a four-servo wing and polyhedral which means a lot more stability and better handling with very little weight added. This one was an old "snipe" with the wings cut and re-joined with carbon etc and a couple of extra servos. Kev had one also and then Vladimir was introduced to it and replicated for trials in Ukraine



YODA



Experimental model

RADIANS ALES RADIANS ALES RADIANS ALES RADIANS

National Radian Month will be April. Clubs are invited to join this National event by organising a Radian fly-in (other electric foam gliders also welcome). It is suggested an invitation be extended to other local clubs and to non club members to offer an opportunity to join in the fun and see the value of club membership. Local 'experts' could talk about thermal flying, landing approaches etc and perhaps a short contest might be flown. There is a NDC ALES Radian listed for April so this is an opportunity to send in your scores.

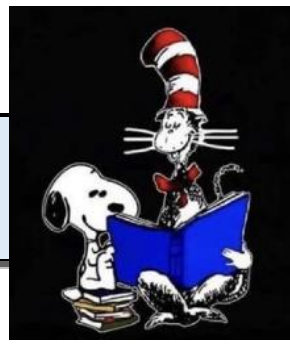


To this end, there will be an NDC Radian Class P fly in/competition held at Awatoto Field on Sunday April 11th starting at 10.00am. There is a 1000ft NOTAM in place for the Vintage Champs and the Radian flyers have been invited to use the field also on Sunday. Awatoto Field is closed to power flyers over the weekend.

The Class P competition is for Radians and 2 metre powered gliders using an engine run to 200 metres / 30 seconds and flights of seven minutes. Come and have a go, gets some NDC points on the board for the club, and learn some skills about soaring. Help will be on hand. Soaring Rocks !

Nostalgia Files

Mar 2021



Back in the early 1990's after we took up residence at Awatoto, before our facilities, seating, fences and shelters were established, club days at the field were more like the old picnic days. Early on the club hosted the local Micro-light pilots and their machines who staged a fly-in much to the delight of members and families.



A number of members went up for flights and the planes had no trouble handling the field although with the usual mid-morning wind change to

sea breeze a couple did get caught out and had an excursion in to the "Rough" at the western end. (just like we do !!) Fortunately there were no fences at that time! A great day was had by all. **How about our committee organising another one with the local micro-light club ?** Ed. (planes with brakes this time?)



WOT'S ON THE WEB. Mar 2021



Ambulance drones. Each year nearly a million people in Europe suffer from a cardiac arrest. A mere 8% survives due to slow response times of emergency services. The ambulance-drone is capable of saving lives with an integrated defibrillator. The goal is to improve existing emergency infrastructure with a network of drones. This new type of drones can go over 100 km/h and reaches its destination within 1 minute, which increases chance of survival from 8% to 80%! This drone folds up and becomes a toolbox for all kind of emergency supplies. Future implementations will also serve other use cases such as drowning, diabetes, respiratory issues and traumas.



<https://www.youtube.com/watch?v=y-rEI4bezWc>

And speaking of manned drones, have a look at where this team are going, incredible...

DCL Big Drone: The Groundbreaking Manned Aerobatic Drone

<https://www.youtube.com/watch?v=6xJ27BtIM0c>

Initial testing has completed on the first manned aerobatic drone, a historic maiden flight milestone that took place in Vrsar. Drone Champions AG, the founder of DCL, is one step closer to its vision to create a brand-new future racing experience and to recruit drone pilots through DCL – The Game. Start your training for this future facet of flying on DCL – The Game !



HISTORICAL AVIATION FILM UNIT

Zenith CH 701 microlight -- STOL
Takeoff's and Landings

Deane Philip talks about his Zenith CH 701 microlight, and about bush flying in New Zealand, during the HB Bush Pilot Champs at Omaka Aerodrome in Blenheim, New Zealand.

<https://www.youtube.com/watch?v=9EraG9rSUGM>

A great in-cockpit video of an awesome Curtiss P-40 Kittyhawk/Warhawk fighter



LiPo BATTERIES FOR SALE



3S 11.1v 25C 1500mAh (for Radians)

PRICE - \$38.00



3S 11.1v 25C 2200mAh (for small foamies)

PRICE - \$48.00



4S 14.8v 25C 1300mAh (for general flying)

PRICE - \$58.00



4S 14.8v 25C 3000mAh (for general flying)

PRICE - \$88.00

For details contact: Gavin Shute: 021 656 999 or gavinshute@gmail.com



ENGINES NEW ZEALAND



10cc

21cc Twin Stinger



15cc



35cc R.E.

30cc Twin Stinger



Stinger
Engines



For further details go to: <http://www.rcgf.co.nz/>

Or contact Gavin Shute:

021 656 999 or gavinshute@gmail.com

A CLOSING SMILE. Mar 2021



aerobatic display. <https://www.youtube.com/watch?v=EJQThtB1YTI>

With 2020 now well behind us, I thought this ponder-log might tickle your fancy and give some food for thought. (stolen from an American Classic pattern newsletter)

12 Things to Ponder At Year End 2020

**Here are 12 things to reflect upon as we look back at 2020
And as we look forward to face the new year!**

2020—one of the most horrible years of our lifetime:

- 1. The dumbest thing I ever bought was a 2020 planner*
- 2. I was so bored I called Jake from State Farm just to talk to someone. He asked me what I was wearing.*
- 3. 2019: Stay away from negative people. 2020: Stay away from positive people.*
- 4. The world has turned upside down. Old folks are sneaking out of the house & their kids are yelling at them to stay indoors!*
- 5. This morning I saw a neighbor talking to her dog. It was obvious she thought her dog understood her. I came into my house & told my cat. We laughed a lot.*
- 6. Every few days try your jeans on just to make sure they fit. Pajamas will have you believe all is well in the kingdom.*
- 7. Does anyone know if we can take showers yet or should we just keep washing our hands?*
- 8. This virus has done what no woman has been able to do. Cancel sports, shut down all bars & keep men at home!*
- 9. I never thought the comment, "I wouldn't touch him/her with a 6-foot pole" would become a national policy, but here we are!*
- 10. I need to practice social-distancing from the refrigerator. (Suggestion-place a dot on the floor 6' from the refrigerator. Then put a note on the door of the fridge that says "anything you can reach from there you can eat..." Borrowed the idea from the same family member.)*
- 11. hope the weather is good tomorrow for my trip to the Backyard. I'm getting tired of the Living Room.*
- 12. Never in a million years could I have imagined I would go up to a bank teller wearing a mask & ask for money.*

Happy Planning for the coming New Year!

That's it from me for another month, I hope you've enjoyed the read and the information above. Again, my thanks to those who have contributed, especially those who's arms I haven't had to twist ! As usual, I look forward to your Copy, Comments and Criticism, I live in hope of feedback, it does get a bit lonely at times when living in a vacuum ! See you on-line in a month and at the field in the meantime.

Barrie the editor mfhb march 2021.