

August 2017

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Could this be the ultimate trainer ? This is Daryl King's crash test dummy Bixler. Its had lots of use and shows the scars. Its fitted with uprated motor/ ESC and a taildragger U/C with steerable tailwheel. Its not the prettiest aeroplane, but as a trainer its magic. Almost indestructible, you will never break a propeller, can do endless touch and go landings without stress, and avoids the complications of engine management. Every learner should have one.

### Nostalgia Moment

Roger Hutson recently gave me a copy of a 1983 TMAC membership booklet. He had been given this by Allan Blomquist of Taupo Model Flyers, who was a member at the time – thanks Allan

This is an interesting publication, hammered out on an old manual typewriter. It contains a list of 36 members (no worries about privacy issues back then), some of whom are still members today – Mike Briggs, Richard Brown, Frank Brown, Peter Leaver.

In those days, the club flew from “Tomsetts Farm”, Pyes Pa Road.

The committee was made of President, Vice President, Treasurer and Secretary, plus “Group Captains” for each of Aerobatics, Glider, Pylon, Scale, Helicopter, and Control Line.

The booklet contains a much-simplified set of notes for instructors and students and a checklist so that the instructor could sign off each manoeuvre as the student progressed. Diagrams are provided showing each manoeuvre. Simple and effective.



## Auckland Soaring Radian Competition ( from roving reporter Gary Powell)

Auckland Soaring club held their annual Radian glider competition on Sunday 2 July. Bill was the cup holder from last year's event and he arranged a posse from TMAC to go to defend the title. Nine TMAC members signed up.

The weather on the day before the event was horrible and the early forecast didn't look good for the Sunday. However Aneil, from Auckland Soaring, predicted good weather for the Sunday, so Bill made the decision to go..

Five of us, Bill, Tony, Warren, Roger and Gary, met at Western Bay Council at 7 am and piled into Bill's van with a trailer on the back to carry the gliders. The next stop was at Thompsons Track to pick up Rob. We went up Rob's driveway but missed his house and carried on up the drive. The drive turned out to be long and narrow with no chance to turn around until we ended up at Rob's neighbour's house. Even then turning around was a mission; trailer off then on again. Of course by this time the neighbour was wondering what was going on at his place at 7.30 on a Sunday morning and turned up in his slippers and dressing gown to find out. But Roger, in his normal affable manner, placated the situation. By then we were turned around and on our way back to pickup Rob.

With Rob on board we were off again. The next stop was MacDonald's Paeroa for coffee, then on to South Auckland. Once over the Bombay hills the weather was fine and sunny with a few cumulus clouds fluffing around.

The event was being held at Ambury Farm Park where Auckland Soar have their flying field. The field is part of a working farm which goes down to the shores of the Manukau Harbour. By the time we got to the field, Bruce, Kim and Dominic from TMAC, who had travelled up by car, were already there along with the Auckland Soaring members.

Aneil ran the event and had the rules as 4 rounds of 7 minute flights with a 25 second motor run, with points awarded for flight time and landing close to the mark.



There was a fresh north westerly blowing but the launching area was sheltered by hedge of trees. In the practice session we soon learnt that the breeze was much fresher above the tree line and to keep well to windward or you could have a very long walk to retrieve your Radian. Some did. The event was soon started. Each competitor buddied up with another flyer and took it in turns to either do the flying or timing. After a couple of rounds lunch was served by Aneil, soup and sausage, which was very nice too. According to Tony the trip is worth it just for Aneil's soup. I agree.

On the last flight before lunch Dominic's Radian suffered from a vibration from the motor or prop which ended up tearing the nose off his plane. But he landed the plane safely. After a couple of minutes discussion,

Bruce produced another fuse and after a quick change over of the components he had a Radian to fly for the next rounds.

The lunch break was soon over and a further two rounds flown. The breeze had dropped a little and some good flying was had. Aniel, with local knowledge, was seen to be wave soaring back and forth just above the tree line on the edge of the field. I thought I might give it ago too but soon abandoned that idea when it looked like I would end up sitting on top of the trees. So not only is local knowledge required, but a high skill level as well.

After the four rounds were flown there was an all up last down event. I am not sure of the number of Radians in the sky at once, but about 16. So a very sharp eye had to be kept on your model. The winner of that event was Dominic who had a very good flight and is showing great skills for a young flyer.

The scores were added up and the winner was Tony, so the cup was brought back with us. Roger was third, Rob fourth and with Dominic the winner of the last up event, it was a good result for TMAC members.

So a very enjoyable day was had by all with great hospitality from Aniel and the Auckland Soaring club members.

## Project Updates

- We have received a grant from First Sovereign towards the Outfield Mulching project. This means that we now have sufficient funds for this project which we will get underway as soon as the contractor can fit it in, and subject to weather.
- Another donation for the container project. Alliance RV have donated a set of electrical equipment for our container project. This is much appreciated. Check them out on <https://www.alliancerv.co.nz/>
- We also have sufficient funds to drill the toilet soak hole. Timing dependent on weather. We will make a call to members for a working party to remove the spoil.
- The new drains by the gate seem to be working well. No puddles.
- The new car parks are convenient and put the cars back from the general pits area. We will mow a new taxi way to service the new car park area.

## SIG Meeting

A meeting of combined Special Interest Groups was held in Auckland prior to the MFNZ AGM. The SIG meeting demonstrated many of the specialised groups operating within model aviation and operating at an internationally competitive level.

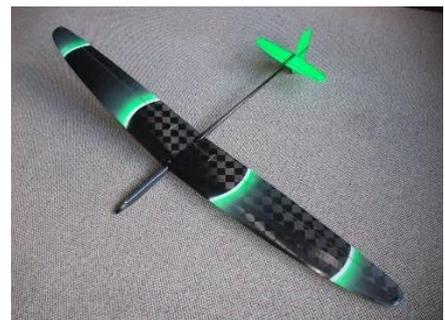
SIGs attending were:-

Pylon  
Control Line (team race, combat, scale, aerobatics, speed)  
Free Flight  
RC Aerobatics  
RC scale  
Soaring  
Free Flight

The MANZ large models group and the Jet Flyers Association did not attend as these are separate associations and not under the MFNZ SIG grouping.

It was interesting to hear of NZ successes both here and overseas. Our Flyers are competing as far away as Sweden (pylon), France (control line), United Kingdom, Australia, Argentina (F3A RC aerobatics), Ukraine (soaring), Hungary (free flight). If you have any leaning towards any of these disciplines, contact details are provided in the SIGs pages of Model Flying News and on the MFNZ website.

A raffle was drawn, raising funds to send an F3K hand launch glider team to Romania. The prize of a Snipe DLG glider (worth \$1000) was won by our own Kim Clarke. Congratulations Kim!



## MFNZ AGM failure - so what happened ?

My understanding is that the sequence of events preceding the meeting is as follows.



- The AGM was looking to be contentious so many members had spent some time in reading our current Constitution and the revised versions proposed by the Council and by the Working Party. In the course of this I became aware that the MFNZ proxy form was not consistent with the requirements of the current Constitution.
- In my case, when I sent the proxy form to our members, I recommended that proxy voters add their addresses, as while it was not listed on the form, it was a requirement of the Constitution. I took this step as I was concerned that someone might take advantage of this error to defeat our proxy votes.
- I also emailed the MFNZ Secretary and mentioned the need for addresses in 2 separate paragraphs in that email. I recommended that the proxy form be amended and sent to all members with a covering explanation. The MFNZ Secretary ignored this advice.
- At the AGM, a discussion ensued over the validity of proxy votes.
- As a consequence, some 200+ proxy votes were declared invalid. The meeting then failed to meet its quorum numbers and was abandoned.
- Subsequent emails made challenges that there had been “an orchestrated conspiracy to sabotage the meeting”. This was disappointing as the failure was an “own goal” by the MFNZ executive.

This issue has arisen over a long running concern by members across the country, that the Council has not been running the organisation in a manner consistent with the current rules. The Constitution Working Party is concerned that their draft Constitution (requested at the 2016 AGM) has been suppressed by the Council. Other concerns include that papers presented immediately prior to the AGM were different from those previously circulated, misunderstanding and abuse of the proxy voting rules, redrafting of remits submitted by others, errors in AGM deadlines advised to members, and other issues. Had the AGM commenced, it is likely it would then have become bogged down with points of order over procedural issues.

This entire situation has arisen as a result of a loss of confidence by some members, in the Executive. The primary concern is that the Executive is not acting impartially in the best interest of the members, but is trying to drive changes which are one sided, poorly developed, unnecessary, and which result in a significant transfer of power from the membership to the Council. Key issues such as growing our membership base, promoting the sport/hobby to junior members, providing support to Clubs, and retention of flying sites, are being ignored. Factions have emerged which have led to challenges over process – some petty, some substantial. It has reached a stalemate.

So where to from here? The current situation appears to be:-

- > AGM deferred through lack of a quorum
- > No date yet set for the meeting to be reconvened.
- > Confusion over use of proxy votes
- > President overseas so not able to take control of the situation
- > Vice President unwilling to engage
- > Secretary not answering emails
- > The Constitution Working party has provided a note to members and a letter to the President proposing a way forward.
- > The President has advised the TMAC Secretary that he is seeking legal advice, which will be discussed with the Council and dates/rules for a new meeting to be determined and advised to members.

There is no current timeframe. I will keep you posted on developments

## Links of an aviation nature

- How long before you can 3D print a working model gas turbine? [https://www.youtube.com/watch?v=5hD\\_ZGOuvJE&feature=youtu.be](https://www.youtube.com/watch?v=5hD_ZGOuvJE&feature=youtu.be)
- For those who like Spitfires. <http://www.dailymail.co.uk/news/article-3598540/The-Photographer-captures-pin-sharp-images-final-55-airworthy-Spitfires-using-just-handheld-camera.html>
- Lancaster music – need the volume up LOUD. <https://youtu.be/JpK81MIKfrY>

## New Wings Qualification Scheme to "Go Live" on 8th July 2017

You will have seen in the latest Model Flying World that the new "wings badge" test procedure is going live on 8<sup>th</sup> July. This was presented by President Jonathan Shorer prior to the recent SIGS group meeting in Auckland. Full details are on the MFNZ website. These are in downloadable form and should be easily accessible to Students, Instructors and Examiners. TMAC has a few members who, while competent flyers, have yet to take your wings test. This is not onerous and is a prerequisite to you being able to fly unsupervised and to be covered by insurance.



Some key takeaways from Jonathan's presentation follow.

- The aviation community is one of the most heavily regulated activities on this planet. Strictly speaking you need some certification before you can launch a paper dart.
- In recent years the growth of "drones" has triggered a closer look at the regulations surrounding the operations of model aircraft.
- In Civil Aviation's eyes, they make no distinction between autonomous 'drones' and conventional model aircraft. All are regarded as Unmanned Aerial Vehicles (UAV). Other names are UAS. RPAS. These acronyms cover everything from a semi-autonomous GPS guided machine, down to the typical Trojan, Tomboy or Radian.
- MFNZ are working with CAA to try to get a separate class established for traditional model aircraft. We have been operating for more than 60 years without serious incident, so we must be doing something right.
- The MFNZ Wings certification is fully accepted by CAA. There are 2 other providers – Massey University and Ryan Groves (Wellington). These organisations charge some \$1000 to \$1500 for a wings course, so that puts some value on the MFNZ system. The main difference is that the MFNZ system is run by volunteers.
- While City Councils may have given permission to operate models with Council Parks, flyers also need to comply with Civil Aviation rules. It may be that many people who operate within Council Parks, may be in breach of other regulations. Flying within a public park is at the flyers risk. Ignorance of the law is not a defence in court.
- Joining a club and getting your wings avoids these risks. The TECT site run by TMAC has specific approval from both CAA and from the local Council.
- The basic wings test is largely unchanged. In essence, it is a base line test to certify that you can get off the ground, fly in a reasonable state of control, and land without hurting anyone. Its not onerous even if the documentation may appear a little intimidating. Your instructor will be able to guide you through the process.
- Please note that retaining your wings is contingent upon retaining membership of MFNZ and your local club. It is not sufficient to join a club, gain your wings, and then move on. Your wings will lapse after 12 months.

No one likes bureaucracy and most of us just want to fly our toy planes without stress. If you get your wings, and follow the training, this sits in the background and you can fly on approved sites with the comfort that most of your risks are covered.

The simple message – Get Your Wings Now!

That's all for this month – safe and successful flying to all  
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