

Club Logo

***YOUR CLUB***  
**MODEL AERO CLUB**

**Information**  
**Booklet**

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# WELCOME

The **YOUR CLUB** Model Aero Club was formed in 1999 to foster the building and flying of model aeroplanes. Today we have over 1000 members who meet regularly to join in competitions or just to "poke holes in the sky" with all form of model aircraft.

We welcome new members at any time on our flying sites. If you are interested in joining our club please approach anyone on the site who will put you in touch with a committee member.

As you read this booklet it will become apparent that we have members who participate in all forms of model aeroplane flying so whatever your taste be it radio control, control line or free flight someone will be able and happy to assist you.

Do not be afraid to approach us, we are only too happy to help.

# Committee

President	Peter Perfect	758-6914
Secretary/Treasurer	Peter Perfect	753-9789
Recording Officer	Peter Perfect	758-3304
Radio Control Steward	Peter Perfect	753-6016
Free-Flight Steward	Peter Perfect	754-8547
Control Line Steward	Peter Perfect	754-8547
Bulletin Editor	Peter Perfect	345-9999
Committee Members	Peter Perfect	753-5857
	Peter Perfect	345-9999

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Our Patron is Willy Wonka,  
Mayor of ????????

# **Flying Sites**

## **Control-Line Site:**

Directions to the site. Also contact phone numbers etc. of property owners or other locals.

## **Free Flight site:**

Directions etc.

## **Radio Control Power and Thermal Soaring:**

Directions

## **R/C Slope Soaring:**

Directions

# General Information

The World Body of general aviation is called the Federation Aeronautique Internationale (FAI) and is based in France. The New Zealand Model Aeronautical Association Incorporated (NZMAA) is the national body that governs model aeroplane flying in New Zealand. The NZMAA is our representative on the FAI.

Membership of **YOUR CLUB** Model Aero Club (SCMAC) also includes affiliation with NZMAA that provides substantial insurance cover for personal and property damage caused by a model aircraft. Model flying in NZ is also controlled by Civil Aviation Rules that place certain restrictions on our operation (detailed later). The club also has flying rules to protect our use of the site and avoid nuisance caused to the owners and other neighbours.

The **YOUR CLUB** Model Aero Club caters for all branches of the hobby/sport of flying model aeroplanes. We have very active members in Radio Control (R/C) Power and Soaring, Control-Line (C/L) and a very dedicated core who fly Free-Flight (F/F) as well. Occasionally, the whole club gets together for an evening of Indoor flying where several of the classes are usually flown.

The club is very fortunate to have the use of excellent facilities for both R/C and C/L flying. We welcome visitors and intending members on our sites and will endeavour to help anyone who wants to become involved in this sport/hobby. Please do not hesitate to make contact with anyone on-site or with any committee member by telephone.

# Control Line Section

Control Line is normally flown on the first & third Sunday of the month, but members may often be found on the site on any Saturday or Sunday weather permitting. All classes of Control Line may be flown on our site including Aerobatics, Team Racing, Combat and Speed.

## Control line Flying

Two steel lines connected from the model to a handle held by the pilot move the elevator on control line models; hence the models fly in a circle and are controlled in pitch.

### *Aerobatics.*

Models fly a prescribed pattern of manoeuvres that are judged for precision in a competition.

### *Team Racing.*

Two or three models, flown simultaneously the same circle, race over a defined distance. Pitstops are required.

### *Combat.*

Two models towing streamers are flown in same circle. Points are awarded for cuts of the streamer and points deducted for time on the ground.

### *Speed.*

The model is timed flying a defined distance. Speed models often exceed 160 kph.

## **CL Contact:**

Peter Perfect

Phone 754 8547

# Free Flight Section

Free Flight is generally flown on the second Sunday morning of each month. Flying commences at 8am and all Free Flight classes are catered for.

Free Flight models can be gliders (tow and hand launched), rubber powered or engine powered. Most Free Flight competition classes involve duration events where the competitor attempts to put his model into rising air (a thermal) and the model usually has a clockwork gadget fitted to bring it down out of the thermal (a dethermaliser!). The Club has its own regular contests and members also enter the NZMAA National Decentralised Contests where members from Clubs all over NZ compete on the same day on their own flying fields.

Many Free Flighters, though, just like to fly for fun, and a lot of satisfaction can be had from simple models that can be enjoyed by all ages. Scale models are very suitable for free flight.

Probably the most popular type of FF model is the simple hand-launched glider that can be produced quickly and economically. The FF contact person below is happy to advise you on various types of models. You only have to ask!

## **FF Contact:**

Peter Perfect

Phone 754 8547

# Radio Control Section

Our club caters for all classes of R/C flying. These classes include; thermal soaring, slope soaring, scale models, aerobatics, pylon racing, float planes, helicopters and novelty events. The majority of our R/C flyers do not want to fly in competitions and are quite content to enjoy the piloting experience and the challenge of improving their skills.

## About the Classes:

*Thermal Soaring* uses gliders that are towed aloft by either hand tow or runner, or an electric winch in competition events. For practice flights (or just floating around) a "bungee" (nylon line plus rubber 'catapult') launch may be used. For more excitement some members have experimented with aero towing using large, powered model to drag a glider up to altitude before releasing it to seek out thermals. There is nothing better than to stooze around on a warm summer's day with a good glider hunting for those elusive columns of rising air!

Typical thermal soaring competitions take the form of a duration event where each glider tries to remain airborne for six minutes and then land as close as possible to a spot on the landing strip. Points are gained for each second aloft and lost for each second over minutes. Several rounds are held and usually you can drop the worst score with the winner being the pilot with the highest points at the end of the day.

*Slope Soaring* uses smaller, more specialist gliders and is flown off the top of a hill or cliff where incoming breezes are made to rise upwards by the contour of the land. This type of flying can be very relaxing when good steady breezes are present. It is a good training ground when accompanied by competent flyer to handle the landings and can also be very exciting with an aerobatic model. Competitions are held periodically for the most number of laps over a measured course in a certain time frame. The club has access to a number of good slope soaring sites near the city.

*Scale* models are miniatures of full size aircraft and generally are very well detailed. They can range from quite small up to around 1/4 full-size. These models often include scale features like flaps and retractable undercarriages that necessitate up to seven or eight channels on the transmitter. Most scale models are flown for "fun" but those who enter contests are judged on how faithfully they represent the original and then make scale flights before judges who mark the accuracy and integrity of manoeuvres. Many consider scale flying to be the ultimate in aeromodelling.

*Aerobatic* flying is made up of two sub groups of competitions. One for scale models of full size aerobatic planes and the second for purpose designed model aerobatic planes. Both classes are represented in our club and regular events are organised to encourage participation at all levels of proficiency and to enhance flying skills. Model aerobatic planes tend to be quite high performance and very spectacular when flown by an experienced pilot.

*Pylon* racing is a specialist field at national level. Models are raced three or four at a time around a triangular circuit in a very exciting simulation of full-size racing.

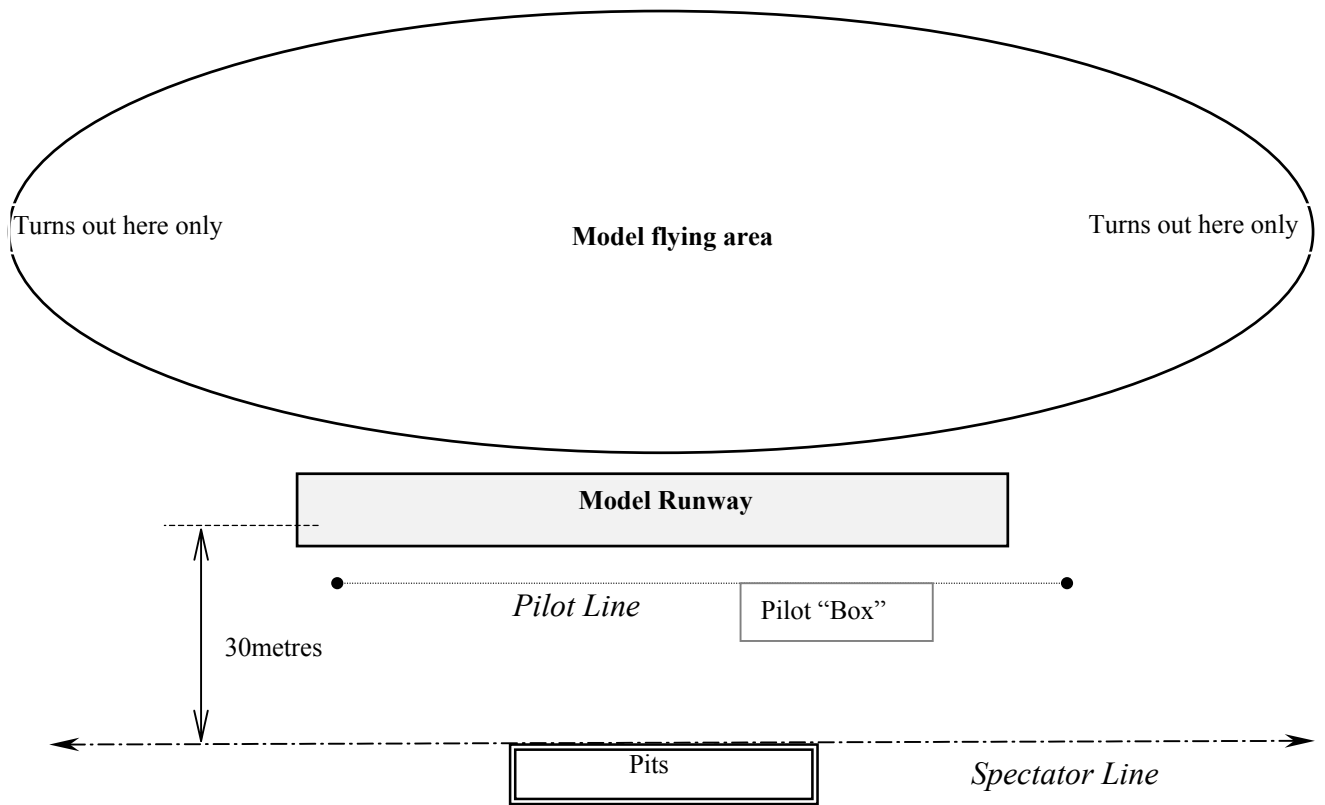
**RC Contact:**

Peter Perfect

666-0000

# Flying Field Layout

Insert here unique layout arrangements for your field or use the diagram below



# The Wings Badge

The NZMAA administers a training scheme for new R/C pilots that sets minimum standards for pilots to attain before flying unassisted and unobserved. Our club endorses this scheme and encourages all new participants to achieve their "Wings badge". Indeed it is a rule that you must not fly on our site before achieving this minimum standard without a club-approved instructor. New Radio Control flyers must be accompanied by an accomplished club flyer until they have Satisfactorily passed the "Wings badge" test.

## **Wings Badge:**

The NZMAA have introduced a competency test in an attempt to raise the standard of flying and provide certification of competency when flying away from home. The qualification is mandatory for flying without direct supervision within 4km of an aerodrome. The aim is to promote quicker flight training and safer flying for Radio Control pilots by setting a minimum standard of flying proficiency. Once this standard is achieved a pilot receives his/her "Wings Badge" and is then able to fly solo at our flying site. The test involves a flight pattern (as detailed following) and a test of the flying site rules. There are various "type" qualifications with the badge and the tests for Gliders and Helicopters are quite different from that listed below. Details are in the NZMAA Members Handbook and our RC Contact man will give you further information on request.

### **Wings Badge RC Power schedule:**

The pilot, in the presence of an approved examiner, will complete the following to a satisfactory standard:

- Pre flight check on aircraft
- Take off
- Level flight
- Procedure turn
- Horizontal figure of eight
- Left hand circuit landing approach
- Over-shoot (not glider)
- Right hand circuit landing approach
- Landing, power on
- Take off (within 15 minutes of landing)
- Left hand circuit
- Landing, power off

The examiner will ensure the trainee pilot understands club safety rules and flight procedures including go/no-go zones.

Approved Instructors/Examiners:

Peter Perfect

Peter Perfect

Peter Perfect

**Please contact one of the above on the field to arrange to be tested for your Wings Badge. Every flying member will be tested every year to ensure minimum standards are maintained**

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## Your first Radio Control Plane.

Everybody wants to build a Spitfire or Mustang as their first plane but our club recommendation is that this is not a good idea. A staged learning curve on progressively more sophisticated models will reap bigger benefits more quickly. There is nothing more disheartening than trying to learn to fly your recently completed work of art only to wreck it within seconds of opening the throttle for the first time. So this is our suggested course of action:

1. To develop the co-ordination, orientation and reflexes required you need a glider fitted with a power pod. The slow flying characteristics and highly visible nature of gliders will encourage quick development and ensure a long life for the airframe.
2. Your next model should be a purpose designed powered trainer probably with a high wing and three channel (rudder, elevator and throttle) control. This model should be finished in highly visible colours so that disorientation is not a problem. At this stage you should consider trying to achieve your "Wings Badge" which will allow you to fly more frequently.
3. Once you have developed the necessary orientation and automatic reflexes you can consider fitting ailerons to your trainer and continue to fly this model while you start work on your "pride and joy".
4. Your next model should be something like a low wing trainer or slightly more advanced model. This model will help you develop good discipline in your flying and by now you should be very competent and able to complete the "Wings Badge" again easily.

# Radio Control Flying Site Rules

1. All flyers must be financial members of **YOUR CLUB** Model Aero Club. Members of other clubs may fly with a committee member's permission.
2. A Safety Officer will be on duty on every scheduled flying day.
3. All flyers without a "Wings Badge" must have an observer who has a "Wings Badge".
4. All powered models **MUST** be fitted with a suitable effective muffler.
5. **NO** powered flying before 8:00am on any day and **NO** powered flying after 8:30pm on any day and never after sunset.
6. All gates must be left **CLOSED**.
7. Vehicles must not be parked near the strip at any time
8. Frequency board must be used at all times. It is the responsibility of the second person on site to ensure the board is used.
9. All wreckage and rubbish must be removed from the flying site. If it ever becomes necessary to retrieve a model or wreckage from property outside our field you must seek permission from the landowner.

**REMEMBER: Safe flying is no accident.**

**These rules are designed for the safety of members, property owner and our neighbours and to protect our continued access to this site.**

**Blatant disregard of these rules will result in disciplinary action being taken by the Committee.**

# Civil Aviation Authority Rules

The regulations controlling model aircraft flying in New Zealand are in Civil Aviation Rule #101. Excerpts from these rules are in the NZMAA Member's Handbook.

Basically, all model flying shall be conducted below 400 feet AGL (above ground level) at more than 4 kilometres from an aerodrome, but there are certain exceptions. It is possible for clubs to apply for a NOTAM (temporary exception) or a "Danger Area" (permanent exception) to fly above 400 feet. The airspace controller controls flying within 4km of an aerodrome or in controlled airspace.

Our club has a registered Danger Area at ???????? where we have permission to fly to ???feet AGL. Even with this exception though, manned aircraft still have right-of-way and members must always be vigilant if there is any chance of manned aircraft near our flying site. Manned aircraft on the ground and in the air have right of way at all times over model aircraft.

The New Zealand Model Aeronautical Association (NZMAA) also has a set of guidelines for the safe operation of models in New Zealand which are recognised by CAA. These guidelines are summarised in the NZMAA Member's Handbook and should be read carefully by all members. If you don't have a Handbook, see our Club Secretary who will arrange to get you a copy.