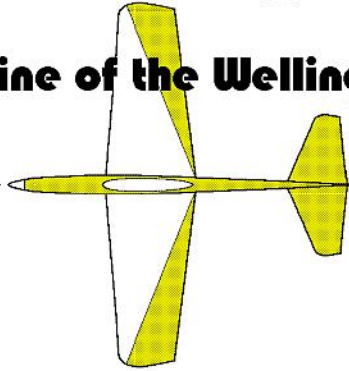




# Hot Air

**The Magazine of the Wellington Model Aeroplane Club**



There's not been a Hot Air out for a while and I thought I'd put some notes together to tell you what's been going on in the club.

## **WMAC Committee 2010/2011**

The club has a new committee. Well, not that new now. The main changes are that Brian Zemanack has hung up his web manager / editor coat for a well deserved rest. To fill this position, Cheye Moran has moved from Secretary and Jeff Bosanquet has become the Secretary. The committee also has a new member, Len Drabble. Len has had extensive previous experience working on club committees, although one would have thought that this would have dissuaded him from ever volunteering to do this again! Welcome aboard Len! If you're unsure who he actually is, the Committee mug shots have been updated on the club website (in the "Contact Us" Section)

## **Flying Safety**

### **No Flying over the Prison**

The club has had a couple of visits from prison officials in the last few months complaining about people flying over the prison. Please make every attempt not to fly over the prison buildings and grounds. Consider the prison as the area enclosed by the razor wire fence. Flying over the prison doesn't just raise the ire of prison officials but puts the safety of people at risk and this in turn places our continued access to the Seddon Range flying site at risk. Restriction of flight over the prison is covered by the NZMAA rules.

See <http://www.nzmaa.org.nz/manuals/ClubManual/S6-Safety.pdf> in the section Radio Controlled Models – f) ii.

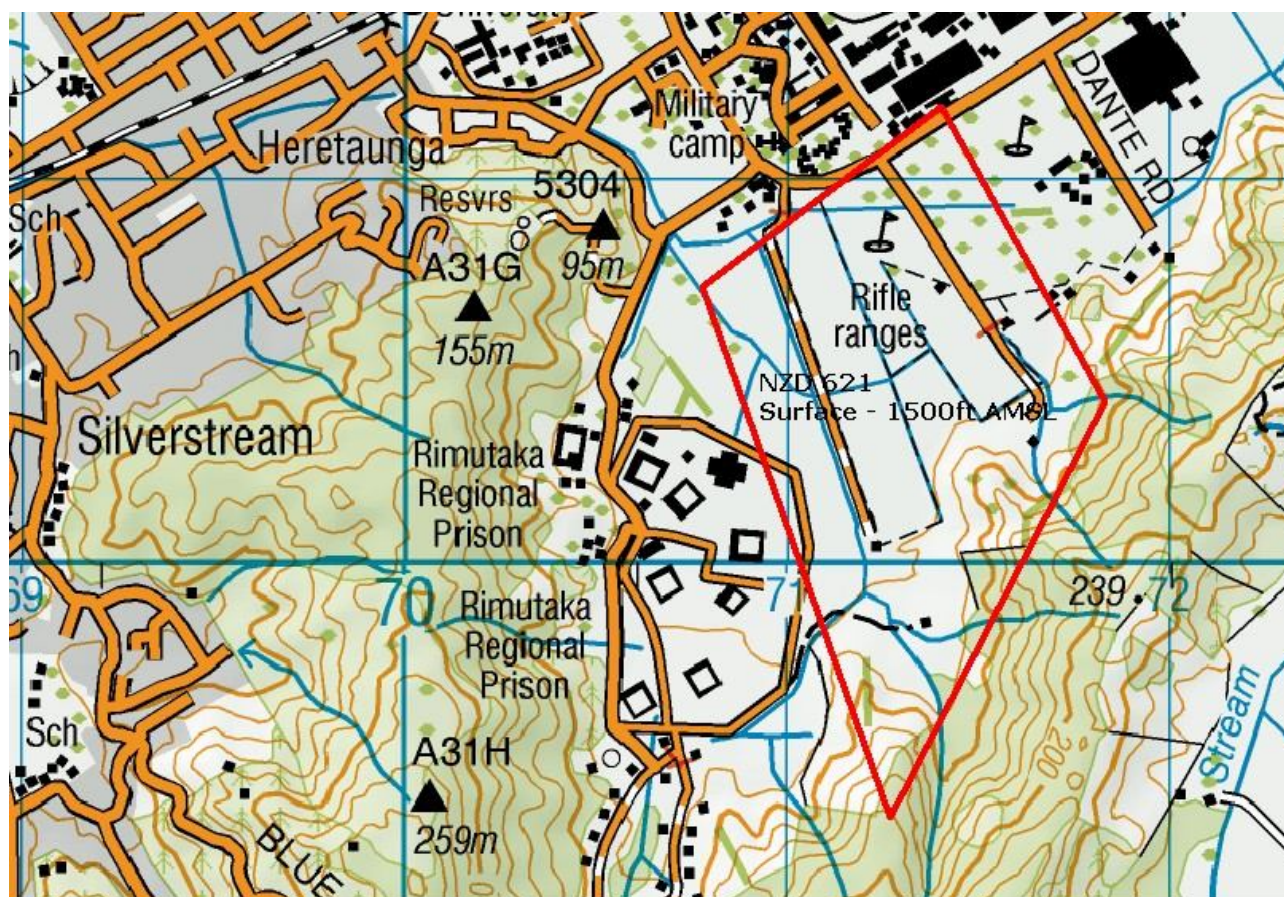
**No-Flying Areas:** The area overflown by models must be free of pedestrians, cyclists, occupied vehicles, car parks, *and buildings occupied by people*. If a person or vehicle enters the area while a model is airborne, flying must cease until the area is free.

## **Seddon Range flying rules updated**

We hope to be releasing a new version of the Seddon Range flying rules in the next few weeks. It's mostly a revision and update of the current rules to meet our current practices. There should be no big surprises for anyone. We will be posting a draft version on the WMAC website. Download them and have a read and I will be looking for feedback from you over the following couple of weeks. If there are no glaring deficiencies then they will become the official Seddon Range rules.

### **Seddon Range Flying limits defined**

The map attached below displays the area around the Seddon range flying site. The red line defines the danger area in which the club has access to fly up to 1500 feet in altitude. This is from sea level, so subtract 150 feet for the height of Seddon Range giving 1350 ft. Outside of the danger area the club only has access to fly at a maximum altitude of 400 feet (this is relative to ground level). It must be noted that danger area does not include the airspace over the prison!!!



### **TeWhiti Park Usage**

Earlier in the year there was a wee contretemps at Te Whiti Park regarding frequency control. In the following, rather public exchange of views, questions were raised about flying safety at the park. This raised some consternation in the committee and in the ensuing discussion two primary issues were identified.

1. Te Whiti Park is a public park surrounded by urban housing. The club has been given permission to fly at the park but has no control over other park users. If injury

or damage of property occurs due to an accident involving a model aircraft, the pilot and possibly the club would be held liable.

2. Increasingly powerful electric aircraft are starting to present a noise problem to the houses surrounding the park.

After much discussion we are thinking that the club needs to return to the original intended use of TeWhiti Park. The park event was originally setup as the Summer Soaring Glider series. Over last few years the power and capability of electric aircraft has increased enormously. Now basically any model aircraft can be electric powered. As such we are considering restricting Te Whiti park to be used by gliders (unpowered and powered) and slow-fly park fliers.

If you think your model could seriously injure a person if it got out of control or if the model can be heard outside the boundary of the park, please don't fly it there!!! Hopefully this will be "self regulated". We've raised this issue in midwinter to give you all time to consider what type of aircraft your flying at the park and prepare for the start of the season in October.

We are also considering reviving a midweek summer flying session / bbq at Seddon Range. This provides a much safer / friendlier environment for the larger models. We're thinking of a Tuesday night... Comments welcome

This is not set in stone yet and I would like some feedback / comments from club members before we begin the next soaring season in October. Feel free to email me ([president@wmac.org.nz](mailto:president@wmac.org.nz)) or call me to discuss this on 938 0703.

## **WMAC Activities**

### **WMAC and the Army**

I recently attended a breakfast meeting with the Trentham camp commander and members of NRANZ. A few issues were raised. Following is the issues relevant to the club:

The Army had proposed to remove the WMAC Seddon Range gate key and issue a single key to be shared between NRANZ and WMAC. I talked with NRANZ and we both agreed that this would not benefit any of us. I wrote a letter to the Army that was co-signed by the NRANZ president and the Army has advised that they are going to retain the current system with two keys.

There is a deal going on between the Army and NRANZ that would provide NRANZ with a long term lease to Seddon range and the Army would be able to use the range mid-week for shooting training. It looks like NRANZ will get the long term lease and this may be of benefit to WMAC as NRANZ are more responsive to WMAC's requirements. Time will tell what will be the impact of the Armies use of the range midweek. This is very theoretical and I'm unsure if they have accounted for the impact on the surrounding community with increased shooting. There may be a couple of weeks this year that they book the range to test the feasibility of using the range midweek. I'll keep you in touch with the situation.

I enquired if the Army still intended to repair the Seddon range access road. Apparently they are, although they can't state when! I have talked with NRANZ and we will attempt to temporarily patch the road. This is contingent on getting a free supply of gravel. NRANZ have talked to chaps in Fulton Hogan but nothings happened yet. If anyone has any ideas / contacts to assist in this matter, please give me a yell.

A reminder that the sped limit on this road is 20kph!!!! Please stick to this speed. It will ensure that the road doesn't degrade any further and there are no accusations from other parties that WMAC members are damaging the road.

I talked to the Army about the people flying on Davis Field. I was told this is not a public park and for the use of Army personnel only. If you see someone flying at this park, report it to the Guard House and they can look into the situation.

Apparently the current Trentham Camp Commander, Lt Col Piercy will be posted to a new position later this year. There is to be a meeting with the new commander, whose name is yet to be officially announced, when he arrives. I will be ensuring I attend this meeting to talk about WMAC's needs with the new Commander. Probably the repair of the road will be #1!

The mounds are to be rebuilt. Apparently they are supposed to be a triangular shape but have sunk over the years. Work will be carried out midweek. I'll keep you in touch when this is going to happen. Please keep flying activities away from folks that are working on the mounds

### **Retrieving Downed Planes from the Prison**

Talking to the folks at Rimutaka Prison recently, they have now agreed that we can retrieve models from the prison farm grounds ( the area outside of the razor wire ) ourselves. Prison officials have requested that we call the guardhouse and advise them we are getting the model. The number is 529 0800. The number will be posted on the club noticeboard. Note that this will require an update to the Seddon Range flying rules. This will follow within the next month!!!

### **WMAC website**

I'm trying to increase the use of the club website. I've updated the front page to include an announcements frame at the top of the page. Rather than sending a continual flow of emails reminding folks of upcoming events we will be keeping this banner regularly updated. If you want to know what's going on in the club look at the front page of the website

### **Indoor Flying**

With winter approaching, WMAC has committed to the popular indoor flying program by booking the Upper Hutt hall until late September. All the current bookings have been entered in the club events calendar on the WMAC website.

### **Student Booklet**

The committee is currently in the process of creating an Aeroplane Student Log book for the new pilots. A good template has been supplied by NZMAA and Max Evans has

applied a local flavour, addressing the WMAC / Seddon range local requirements in the booklet. Hopefully this can be supplied to student pilots within the next few weeks. We will then be customising separate training booklets for both helicopter and glider students. The intention is that each new student pilot will be supplied with a copy of the booklet. It will give a good overview of the complete training program and provides waypoints in the training process that will be signed off by the instructor. This will allow students to fly with different instructors, giving each instructor a good idea which phases of the training process has been completed by the student. Note that this is considered the first iteration of the booklet and feed back is welcome from both students and instructors and we will modified the booklet as required.

### **WMAC Auction**

A reminder that the annual WMAC auction is going to be held next month ( 28<sup>th</sup> July). Start clearing up the garage / workshop for things to sell at the auction. I'll be sending out further information and paper work for the auction at the end of the month.

### **WMAC "Advertising Card"**

The committee is currently in the process of creating an advertising card for the club. ( think business card concept ) The idea is to have a card that informs folks who the club is and point them to the website for further information. This will be distributed to hobby shops, information desks, any aviation enthusiast venue giving a more convenient way for prospective members to get in contact with the club.

### **Airstrip packing up instructions.**

If you're the last aeroplane person to use the airstrip there's a few things to remember.....

- You need to put up the ends of the electric fence. Without them, the fence remains rather ineffective at keeping stock off the strip!
- You need to turn the electric fence on ( switch under the mower shed )

If you're the last WMAC person on Seddon Range there are a few more things to remember.....

- If shooters are still on the Range, it's courtesy to talk to the Range Safety officer ( the chap with the flouro vest ) and inform them your taking the WMAC key back.
- Check that the frequency board is in the club house and that the club house is locked.
- Take the key back to the guard house.
- If there's no shooters, update the Range Board to "Not in Use" for Seddon Range.

### **Nibbles at Seddon Range**

New club member Brian van der Wester etc has a van that has been fitted out to for the sale of minor comestibles. If you feel like a soft drink, chips etc at Seddon range look for the orange and white van with the tall South African chap. He'll be happy to help you and regular customers get to see his bullet wound.

Note that there is now a coffee cart parked at the entrance of the range every weekday morning. Sophisticated and handy!!!