

January 2026



# *Airscrew*



The  
N.M.F.C. Newsletter

Welcome to our club newsletter for January 2026. What can I write for you this edition? Well I suppose the first thing we can always complain about is the weather for the past year, and we always seem to do so :-). My recollection, it has been really rubbish with rain and winds all over the place. Despite this, and considering I have whinged all year about the weather, the funny thing is, we have managed to exceed the number of hours flying done in 2024 which means we are continuing to slowly build up our hours following the Covid lock downs. Still a way to go to pre covid figures but well done all. Sadly my contribution has been minimal this year but if you recall I did predict this at the 2024 AGM.

Our main objective we set ourselves ongoing for 2025; the replacement of the decaying benches and tables with their plastic equivalents. We had the plastic for three new benches sitting in the hangar for a while and we finally managed to get them built thanks to our building crew, Doug, Ray and myself. We started to build these in the middle of November and they are now finished. They were moved onto the field on the 28th December and are now in service. We have retained the four best wooden benches and have some wood which has been donated for repair work on these, this we hope will keep these benches in service until we can replace them with plastic but as with everything these days it is not cheap for materials, but, we are getting there.

Our running tally is not bad, we have the two picnic benches done, four starter tables done, the plastic solar panel framework done and the general purpose work bench built and in place. It has been suggested that it would be good to be able to extend the power supply to the work bench when needed so we have purchased an extension lead to reach the bench. This should help make it easier with charging points as well. A word of caution here, the camera and site WiFi are all plugged in and powered from within the outside box, please ensure you do not turn these off or unplug them at any time. It is a real pain in the arse trying to trace a fault just to find it has been powered down ;-) When I get a 'Round Tuit' I will print some labels for the plugs.

Our Club website. I finally made the decision to remove the shout boxes. We had three, the 'What's New' on the homepage, the 'What's New' on the members homepage and finally the 'Flying Today' page in the members area. There are reasons for the removal, the first is down to

the way VPN's work with our website and I assume all others. They block data under the flag of protection for content that comes from a third party website. Due to this, if you view the web through a VPN you miss the content, and in this current climate VPN usage is starting to escalate considerably. The Flying Today page was a nice idea but dwindled in popularity and just wasn't being used so the decision was made that this would be deleted. The 'What's New' boxes are now plain text so you should see those through a VPN without problem.

We seem to get this every year, and this year is no exception. We had a full size taking off on 33 and drifted across the top of our benches and pits. I am guessing it caused a few involuntary rear muscle spasms leaving the inevitable. This makes the response of 'Shit 'appens' probably a bit more pertinent or perhaps insensitive :-(. We live in a World of give and take in the airfield environment and on the whole it works well. The full size occasionally drift over us and we fly considerably more often over the main runway and apron, and sometimes further! Whatever happens we are hopefully always aware of what is going on around us as we have each others backs and have to be aware as we need to respond and keep clear of all potential problems. It is well worth the effort for a nice flying field and environment, I am sure you all agree. Just remember the bottom line - It is up to us to get out of their way regardless of what they do and what we think of their actions. No arguments are valid here.



Doug Stone has been working very hard on the large 1:3 scale Piper L4 Grasshopper designed by Toni Clark. It has been flown several times now with several tweaks here and there. I think he is finally getting it sorted.

A request. Please keep your eyes open on the field. We have had a fly tipper dumping on the embankment down the side of our driveway and also a man and his son parked up on the driveway in a van, and the lad racing a mini moto-cross around our area of the field with little care or consideration. Not sure if this was one and the same person but the dumping was where he parked for the bike so I am guessing it probably is. It would be nice to catch him in the act as he is currently unknown to the airfield.



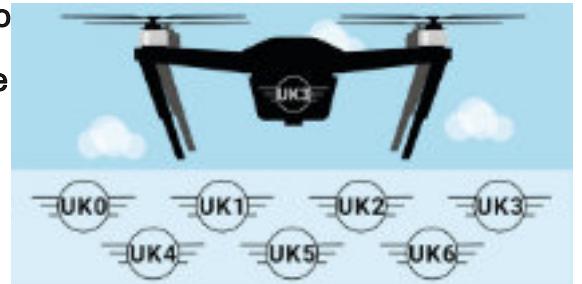
Damage to the field. So far this year we have had 20 moles out of the field. Sadly the little devils have returned. I reckon we have at least a couple more back. One up by the huts and one on the top end of our runway area. I am guessing they have moved onto the airfield after the ploughing of the adjacent fields. Efforts will be

starting afresh to remove them.

October 2025 saw [Altitude Angel go into administration](#) which means that the Drone Assist App which is their product you could use to see if you were going to be flying in a restricted area. This will not be usable in the future unless someone else decides to take it over. It does seem that the app still works but I assume it is not being updated. I have just found the new [Drone Map from FPVUK](#). This will undoubtedly take the place of Altitude Angel. This has been linked under our 'Drone Stuff' menu from the homepage of our website for easy access. There is no app but it will load onto mobile phones from your browser. The only other option now is to check the NATS [UAS Restriction Zones website](#) before making your flights. Don't forget if you are flying from a designated model field and are a member of the BMFA or other recognised association you can fly under [article 16](#) which gives a lot of leeway.

We now have the [new class labels](#) being introduced for drones on 1 January 2026. I give up on this, I am sure this is to make sure they keep the confusion running, as you get one piece of legislation sorted in your mind they move the goal posts introducing more new changes. I really think the time is here where they got told there are three 'F's' in the response as we have had

enough of the stupidity they are imposing on our hobby. Go after the intentional law breakers and stop penalising those members of society that try to comply with the law, it is getting ridiculous. You will need to double check for new legislation that came into force on 1 Jan 2026. It seems this government is out to screw us all totally as they have also introduced a lot of new and/or stricter driving rules and regs. One day they may start to announce these so that everyone is aware of them. Don't hold your breath though, it is the British government!



Meanwhile, back in the real world, Tony at Pegasus Models in Norwich has announced he will be closing in the New Year. Another sad milestone. I am sure we will all agree in wishing Tony all the best in whatever venture he decides to go forward with.

If you have by chance looked on the website Fee's Page you will have noticed that we have restructured our fees for the coming year. The prices have remained the same but we have geared the cost to reduce by the month so new members will only be paying for the number of months left to go for the year they join. After their first year they fall in line with ongoing full membership. This can only be used once so you cannot join for a few months here and there. :-) We hope this is a fairer way for new members to enter the hobby and the club. It is an experiment which we will need to monitor. If it doesn't work we can easily go back to what we had prior. We shall see.

CAA REMOTE ID. We just cannot escape their attentions can we? There is, as is sadly now the norm these days, a lot of information that is rubbish doing the rounds, purely scare mongering, but mainly click baiting and stirring the pot. My understanding is that there is no need for remote ID as yet. The CAA aim for the imposition of the requirement by 2028, this is their target date, usually missed by such organisations, so we will have to wait and see. They aim to have all aircraft using remote ID by this 2028 date, however if you are a member of an organisation like the BMFA you can fly under the rules of Article 16. Currently, under this regulation you will not require remote ID if you are flying from a registered BMFA field, we are one such field. If you venture into the deepest, darkest parts of the country and fly from random areas you will require remote ID after the implementation date, not before. I hope that makes sense for now, no doubt the goal posts will be moved again in the near future.

In the U.S. there are two main contenders for Remote ID devices, one by FrSky and one by

Spektrum. The FrSky one is about \$50 and the Spektrum one is \$150. No doubt these will be translated directly to pounds with no allowance for exchange rates. :-( When the CAA imposed similar legislation on the full size leisure aviation sector, some years back, they offered cash incentives to purchase a system. Sadly, it seems this is not an offer they feel should be extended to model flying. Perhaps these big companies should foot the bill for our first remote ID units as it is without doubt being done at their behest and for their benefit. Again, don't hold your breath for this one either.

I did have concerns about the range of transmission of data in these remote ID units, this was caused by my expecting more from the system than is being aimed for, I think. I discussed this with Peter Scott and he raised a very valid point. This is not to warn full size of our presence as that will be a waste of time. This is so that other drones, i.e. commercial packages, like delivery drones, that will be using the lower airspace will know we are there and can hopefully use their algorithms to avoid us. As for transmission range, he rightfully stated that we currently transmit telemetry between our models and our transmitters with little problem so the remote ID range and power drain should in all probability work fine.

One final note. Do NOT rush out to buy a remote ID unit. The current units are FAA approved for the American market. As far as I am aware they have not been approved by the CAA for use in the U.K. as yet. This should be done before the 2028 deadline but I am sure we all recall the fiasco the U.S. had with the introduction they performed. :-). The bottom line is as always, money speaks the loudest. Yes, still the same old cynic. :-)

That just leaves me to wish you all a happy and prosperous New Year for 2026. Get as much flying in as you can to show those that want us out of the airspace that we ain't going away easily and without kicking and screaming :-)



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