

**MODEL AERONAUTICAL
ASSOCIATION OF AUSTRALIA INC.**
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President: Mike Close, PO Box 146, West Pennant Hills NSW 2125

Telephone: 02 9872 6469 Fax: 02 9871 0408

Vice President: Theo Merrifield, 25 Jecks Rd, Rockingham WA 6151.

Telephone - 089 528 3124

Secretary/Treasurer: Chris Greenwood, 6 Coppelius Close, Sunbury 3429

Telephone: 03 9740 8736 Fax 9740 9585

Technical Secretary: Peter Harris, 6 Plummer Ave, Frankston, 3199

Telephone/Fax 03 9786 2488

MAAA Internet: [http:// www.ozemail.com.au/~maaa](http://www.ozemail.com.au/~maaa)

May 1999 - From the Federal Secretary

R/C Frequency

Judging by questions, it appears that not everyone is fully aware of the radio frequencies authorised by the Australian Communication Authority for the radio control of models. Two frequency bands have been reserved by the issue of "Class Licences" for the radio control of models. The first is in the 29 MHz band. This band may be used for the radio control of any type of model, surface or air. The second band, the 36 MHz band, may be used for the radio control of both model boats and model aircraft with the even-numbered channels reserved exclusively for model aircraft. The odd-numbered channels are shared by the model boats and aircraft. Importers/manufacturers of R/C equipment are gradually making equipment available on the even-numbered channels; it takes a while to arrange for the cutting of the necessary crystals. Clubs should not restrict the use of these new spots. Bandwidth is much in demand; If we do not use what we have been allocated, we could lose it.

As well as the exclusive frequencies for the radio control of models, two other frequency bands, 27 MHz and 40 MHz designated for Industrial, Scientific and Medical purposes may be used. Transmitters used on the 27 MHz band must be capable of operating at 10kHz bandwidth so as not to interfere with CB radio on the adjacent spots. Suitable equipment is generally not available. The MAAA does not recommend its use. I wrote on the use of the 40 MHz band in the last newsletter.

To forestall further questions, attempts over the past twenty years to gain the use of the 35 MHz – used in the Europe – and the 72 MHz band – used in the USA – were not successful. Both bands are extensively used in Australia for base radio stations.

Public Liability Cover

Recently, a Club asked if its non-flying members and thus not MAAA members were covered if they incurred an injury caused perhaps by a model aircraft or by falling off a chair at the club field. The Broker replied that any club member – flying or non flying – who alleges that the negligence of a Club, State or National Association caused an injury to their person or damage to their property and claims compensation, then in all instances where there is legal liability to pay for that compensation, the National Policy will respond accordingly.

The Club also asked if the wife, friend or parent of a member is involved with the club (mowing, cooking, selling raffle tickets etc) at a working bee, special event day, club day etc, are they covered by insurance. The reply was that any person involved in any of the activities highlighted and who is injured and who alleges that the injury was as a result of the negligence of the club, then if the club is held legally liable for any compensation, the Policy will respond accordingly.

Personal Accident Insurance

I reported that RCAS[NSW] refused to accept Personal Accident Insurance cover for its members. Some of the affected clubs have asked how their members can be included in the cover. Unfortunately, they cannot. The policy is a group policy requiring all members to be included. The Underwriter accepted as a special case the exclusion of the RCAS[NSW] clubs which are listed in an endorsement to the policy.

Directors and Officers Liability Cover.

It has been reported that the RCAS[NSW] President, speaking about the Association's Directors and Officers Liability cover, said that committee members of clubs were not covered unless they supplied audited financial statements as required. The fact is that the Underwriter waived the requirement for clubs to do so; only the MAAA and the State/Territory Associations need comply. A copy of the letter from the Association's Broker advising of the requirement has been sent to all State/Territory Associations.

World Championships

The International Aeromodelling Commission (CIAM) has designated the organisers of the 2000 and 2001 World and Continental Championships. I could include the detail but will not. The last time I did so, two State Associations deleted the information on the basis that it was of no interest to their members. If you want to know where the World Championships will be held, please ask.

Australia will be represented at the World Championships for Free Flight to be held in Israel (although not with complete teams), at the R/C Multi-Task Gliding in South Africa, R/C Pylon Racing in Sweden, R/C Aerobatics in the USA and R/C Helicopter in Poland. All told, twenty four competitors/team managers will travel at their own expense to represent Australia at these Championships.

Trials

The venue and dates of trials to select at least two members of teams to compete in the 2000 Scale, R/C Thermal Gliding, R/C Electric Soaring and R/C Electric Pylon Racing will be determined by either the relevant Special Interest Group (when one exists) or the appropriate Subcommittee. The teams for the four Control Line World Championships will be selected on the results of designated competitions.

Magazine Column

Those of you who read "Airborne" magazine might have noticed that it no longer carries a MAAA column. It is probable that one will soon be included in the pages of R/C Model News. Its Editor has asked that it be written by a journalist or by someone with PRO skills. The feelers for a suitable volunteer are out. As soon as one is found, the column will re-start.

Airspace

The proposed changes to the regulations/orders applicable to the flying of model aircraft are still under review within the Civil Aviation Safety Authority (CASA). The latest information is that legal drafting of Part 101 on Unmanned Aircraft and Rockets is underway. CASA intends issuing a further Notice of Proposed Rule Making (NPRM) in August with a Summary of Responses (SOR) planned by November. The Rule is to start next January. Because of the confusion caused when a "blow by blow" account was given on the negotiations on R/C frequencies, details of the proposed changes will not be given in this Newsletter. However, in general, the changes as currently known, will not be more restrictive than the existing CAO 95-21. The original NPRM 9806 can be viewed on the CASA web site at www.casa.gov.au.

Mobile Telephones

There have been reports of mobile telephones, when placed within a few centimetres of computerised transmitters, have changed or removed the pre-set values in the transmitter even when the transmitter is turned off. There has also been a report that such transmitters can cause heart pace-makers to operate improperly. The MAAA R/C Frequency Sub committee has yet to advise its findings. However, a recommendation

made by the Sub committee over three years ago was that mobile telephones should not be operated within 30 metres of a R/C model (and that includes models in flight) to avoid interference. Compliance with this recommendation makes the cited problems unlikely.

Minutes of the CIAM Plenary Meeting

The Minutes of the 1999 CIAM Plenary Meeting can now be downloaded from the FAI Web site (www.fai.org/aeromodelling/meetings/1999_plenag.asp) together with all except four of the Annexes. They are to be mailed. However, only two are of general interest. One has the Aresti diagrams for R/C Aerobatics and the other the Judges' Guide for R/C Scale. Among the other Annexes are rules for R/C Hand Launched Glider, a Judges' Guide for Control Line Speed, an Organisers' Guide for Free Flight Championships and Rules for a R/C Soaring World Cup. Copies will be available from the Secretaries of State/Territory Associations or the Chairmen of the relevant Sub committees but be advised there are a lot of pages. On request, I can provide the F4C Judges Guide as an e-mail attachment in winzip format. In time, it will be included in Section 4 of the FAI Sporting Code.

Code of Conduct

Another recent question was whether the MAAA has a Code of Conduct. The answer is that it does not. One was put forward several years ago but it was not adopted. The most concise code was enunciated a few thousand years ago – treat others as you want them to treat you. Some things have to be spelt out.

- Use the frequency control system adopted by your club. Do not "hog" the channel.
- Do not taxi from or into the pits.
- Start your engine where the prop wash will not blow dust over other models.
- Do not fly over cars, the pits, spectators, occupied buildings or transmitters being operated elsewhere on the field, for example, with R/C Gliders or Helicopters.
- Do not run-in your engine close to the pits or people.
- Retrieve all nylon tow lines. Discarded line can cause injury to humans and to animals.
- Comply with the "curfew" if one is in force.
- Do not fly a type of model that is not compatible with the other models being operated at the time. If you want to practice, for example, pylon turns, arrange for a special time.

There are many more. Another important safety rule is "do not fly alone" but also be sure your companion can drive a car and does not faint at the sight of blood. The club should have a sign advising of the location of the nearest hospital with an emergency department.