

MODEL AERONAUTICAL  
ASSOCIATION OF AUSTRALIA INC.  
**N e w s l e t t e r**  
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July 2000; From the Federal Secretary

#### Large Models

The 2000 MAAA Council Conference amended the Manual of Procedures (MoP) with respect to the inspection of a model owned or operated by an authorised inspector. The Conference added a new clause as follows:

##### 4.5.4 – Inspection of Own Model.

An Inspector may inspect a model he owns or has built ONLY when it is impractical to have another Inspector perform the inspection in which case he must have a member of his club Executive present.

If you or your club has a copy of the MoP, please ensure that the amendment is incorporated.

#### Insurance

In Newsletter 2/2000, I wrote that the Association's membership year started on the 1<sup>st</sup> July and that, if you had not paid your fee by that date, you had no insurance cover. The Association's Broker has advised that that was not true. If your club does not have its Annual General Meeting until July at which time fees are accepted, cover continues. However, there must be an intention to renew membership.

The three policies have been renewed although the Personal Accident Cover does not apply to MAS NSW members nor does Director and Officers cover unless the individual MAS NSW clubs elect to pay an additional premium.

Cover is also available at an additional premium of \$47.96 of which \$3.29 is GST to instructors who charge for instruction and who are approved by their clubs. The premium is the same irrespective of when cover starts.

#### Incidents

To date, there have been three reports of damage to vehicles, one to the roof of a building with subsequent damage to yet another vehicle and possibly another to a radio antenna used to direct taxis. All except the last involved claims of less than \$1000.00. Just what damaged the radio antenna is not certain; it could have been a flying saucer or a seagull but, because the antenna is sited adjacent to a model flying field, because there was yellow paint on the elements of the antenna about 25 metres above ground level and because the grass below the antenna tower was trampled, it is probable that a model aircraft caused the damage. However, to my knowledge, nobody has admitted involvement in such an incident.

#### MAAA Secretary and Treasurer

A notice is being published in State Newsletters, in Airborne magazine and in Radio Control Model News calling for expressions of interest in the positions of MAAA Secretary and of MAAA Treasurer, the 1999 MAAA Council having decided that the two positions would no longer be combined. The MAAA Secretary will also carry out the duties of Registrar, this being necessary to make the position full – time.

I have been Secretary/Treasurer now for sixteen years and have worked from home for all of that time. The MAAA material has taken over the house and the garage. I cannot know whether or not the new Secretary will accept the invasion of his home. If he will not, renting of office space will be necessary.

#### Civil Aviation Regulation Part 101.

A further Notice of Proposed Rule Making (NPRM) 00090S has been issued by the Civil Aviation Safety Authority. It seeks comment by the 25<sup>th</sup> August on the revision to the earlier draft of Part 101 covering unmanned aerial vehicles including model aircraft and rockets. It may be downloaded from [www.casa.gov.au](http://www.casa.gov.au). Go to Regulatory Reform, then to NPRMs. It has 122 pages but not all are applicable to model aircraft. I would prefer that you forward your comments to me for consolidation and submission to CASA but you can of course submit comments directly to CASA.

## GST

The June Newsletter published by the Model Aerosport SA included the following, which was reprinted from a financial advice column in the Adelaide Advertiser:

“There is no requirement for the group to register for an ABN nor become involved with the GST because your turnover is less than \$100,000.00 (threshold for non-profit organisations). However, the ATO has indicated that it will review the current status of all income tax-exempt entities, which ceases on the June 30, 2000. *Entities that are not endorsed by July 1 2000, will lose their income tax-exempt status from that date.* If the group currently has income tax-exempt status it must register for an ABN and indicate that it is an income tax-exempt entity to ensure that an endorsement application is issued to it. Furthermore, if the group wishes to register for the GST, it must register for an ABN”.

The Australian Tax Office has previously ruled that to be income tax-exempt under Section 23.(g), the activities of a club must be competition-orientated. If there is no competition, the club is classed not as a sporting club but as a social club and is not income tax-exempt.

## MAAA Loans

The MAAA has a policy of making loans to clubs for Field Purchase or Development. It also will purchase land for “State” flying fields. At the present time, it has purchased land in Queensland as a State field and both NSW and Victoria are investigating such purchase. Three South Australian clubs currently have loans totalling \$111,000.00 and a Western Australia club has repaid all but \$17,250.00 of a field development loan made to it. Two other South Australian and one other Western Australian club have repaid loans. The loans are low interest, typically the rate of inflation. Available funds are now limited but if your club believes it can repay a loan over a period of ten years and can meet certain other conditions – for example, for field development, owns the field or has a substantial long-term lease - please discuss the matter with your State’s member of the Field Purchase Sub committee. He is usually the President of your State body. However, I remind you that there over three hundred affiliated clubs and it would be just impossible to satisfy every request.

## Membership Numbers

Membership year 1999/2000 was the first when membership at half the normal fee was offered to new members joining between the 1<sup>st</sup> January and 30<sup>th</sup> June. Previously, new members joining between the 1<sup>st</sup> April and the 30<sup>th</sup> June were given up to fifteen months concessional membership on payment for the next year fee. Such members were not

included in the total membership for previous year. For 1999/2000, there were 9297 whole-year members and 443 reduced-fee members compared with 9436 whole-year members for 1998/99 of which 117 had had concessional membership. The President of one State Association has forecast reduced membership for 2000/2001 because of the impact of the GST. To my knowledge, only one State has applied the GST to its fees for 2000/2001 and, as previously advised, the MAAA will absorb it for this year. The crunch year is more likely to be 2001/2002.

Fifteen month concessional membership had been introduced because of a reluctance of new members to pay a full year’s fees when joining in April or later. A similar reluctance was evident with those offered the reduced fee and joining in April or later. To have a reduced fee combined with a concessional fee would be an administrative nightmare. At various times, twelve months membership irrespective of the date of joining has been suggested. This was tried by the USA Academy of Model Aeronautics. The main objection came from the chartered clubs because they did not know without checking when individuals’ membership expired. If you look at your MAAA membership card you will notice that it is also a FAI Sporting Licence. These are normally sold – in the USA one costs \$20.00 – to provide an additional source of revenue to the airsport. The FAI requires that the Sporting Licence be valid for twelve months and expire on either the 31<sup>st</sup> December or the 30<sup>th</sup> June. This limits the MAAA options. All MAAA members have a Sporting Licence to encourage participation in competition or to attempt to set records but there is no coercion.

## Pilot Proficiency

In Newsletter 2/98, I wrote:

“Our Underwriter requires that operators of radio controlled models be competent. Those who are not assessed by their club to be competent **MUST** be accompanied by a competent pilot while flying. While not defined as a requirement, the simplest test of competency is the Bronze Wing test which selects nominated manoeuvres (take-off, procedure turns, landing circuits, and approaches and landings) from the MAAA Flight Log Book to be flown. **IT MUST BE THE RESPONSIBILITY OF EACH CLUB TO ENSURE THAT ANY MEMBER WHO FLIES SOLO IS COMPETENT TO DO SO**”.

Despite it not being a requirement, some clubs are insisting that members gain their bronze wings, in some cases within a stipulated time after joining the club. The MAAA recognises that clubs are autonomous and can set their own rules. However, the MAAA position is that all that is required for a person to fly his model unaccompanied by a competent flier – not necessarily an instructor – is that his club recognise him as competent.