

**MODEL AERONAUTICAL
ASSOCIATION OF AUSTRALIA INC.**
N e w s l e t t e r
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January 2001; From the (soon to be ex) Federal Secretary

Swan Song

This is the last Newsletter I will write for you. On the 10th February, a new Federal Secretary and a new Federal Treasurer will be elected by the Council. I cannot yet let you know who will be taking my place nor do I know what interim arrangements will be made. Look for Newsletter 2/2001.

I took over from Gordon Burford as Federal Secretary/Treasurer on the 1st July 1984, resigning my commission in the RAAF to do so. At that time, I had been in the RAAF for 32 years and could serve no more than another two years. The MAAA had 5680 members and the numbers being issued were in the high 26000s. Last year, we had 9800 members in more than 300 clubs in all States and mainland Territories. The last number block issued was 60101 – 60300.

Sadly, these numbers mean that we lose about 25% of membership every year but somehow manage to slowly increase our annual membership. I have written before that, apart from the stalwarts who stay during both boom or bust, a typical member – male - has three lives as an aeromodeller. The first is as a teenager but he is lost to us when he discovers girls. The next is as a young father introducing his son – rarely daughter – to aeromodelling. The last comes when his family has grown up and he is perhaps retired. What will I do at the end of a second career. My wife and I will be moving to Queensland, probably to the Brisbane area. Once we have found somewhere to live, I will

investigate the clubs in the area. Maybe, I will be able to finish some of the many models I have started and also do some flying.

2001 F3D World Championships.

The 2001 F3D (R/C Pylon) World Championships will be held in Bundaberg Queensland. The Organisers are seeking helpers with the Championships for the five days 31st July to the 3rd August (I make that four days). Volunteers will be responsible for their own accommodation and for getting to Bundaberg but will be given lunch each day as well as a Official Helpers polo shirt.

This would be an excellent opportunity to see the top pylon fliers in the world competing. Some jobs would put you close to where the action is. If you are interested, please let the QMARA know at PO Box 850 Aitkenvale 4814. I am sure you will be sent a Registration Form. Do not delay, they need to have the completed form by the 20th April.

A Possible Rule Change

Those of you who have flown or even watched pylon racing know that at the start line and at each pylon there are lap counters and cut-judges sitting in protective cages. A few years ago, at the World Championships held in Austria, at least two models tried to share the cage at No.3 pylon with the cut-judge. He was so traumatised, he refused to re-enter the cage. As a consequence of those incidents and a fatality in the USA when an unlimited pylon racer hit a person inside a cage who was leaning against the mesh, the US Academy of Model Aeronautics (AMA) commissioned an investigation of the design of cages. It then funded the building of several cages which were distributed to venues across the USA.

Sadly, the design proved to be inadequate. The AMA has now prohibited the use of cages on course but instead has officials off the course counting the laps and watching for cuts. The only people on the course are the pilots, the callers and the starter. It is likely that the USA will recommend to March Plenary meeting of the international aeromodelling commission (CIAM) on the grounds of safety that it adopt the same prohibition for class F3D with immediate effect. If this happens, the 2001 World Championships would be the first affected.

R/C Frequency

I remind you again that model aircraft share the odd-numbered spots on the 36 MHz band with model boats but have exclusive use of the even-numbered. If model boats are operated close enough to a club flying field to cause interference on the shared spots, it is the model fliers who should change frequencies unless another fool-proof method of sharing the spectrum can be negotiated. While it is unlikely a model boat will suffer interference from a model aircraft transmitter – it is just too close to its own transmitter – the aircraft can be shot down by someone operating his boat. The four km separation rule should apply between model boats and aircraft the same as it applies between model airfields.

Noise Annoys

The Association's Public Liability Insurance cover is valid Australia – wide and does not require that models be flown only at club flying fields. What is required is that the owner/landlord of the property gives permission for the models to be flown there and that Federal, State and Local Government Laws and Regulations are complied with. An unwritten rule is that you do not upset the neighbours. Recently, a State Association was asked what laws applied to the operation of models. Questioning showed that a person was flying a model from land with permission but only two hundred or so metres from the caller's house. It would take only a telephone call to the local council to have the flying stopped or severely restricted. Be aware of the neighbours and of their rights.

Rules

The CIAM has issued the 2001 version of Section 4 of the FAI Sporting Code on the FAI Web site which is linked to the MAAA page. All of the Chairmen of the Technical Sub committees – Free Flight, Control Line, R/C Aerobatics, R/C Glider, R/C Helicopter, R/C Pylon, Scale and Electric Flight - reviewed their sections while the CIAM the President revised the text to remove anomalies and words/phrases that have different meanings in English English and American English. Section 4 can be downloaded by individual classes – Administrative and Records, Free Flight, Control Line, R/C Aerobatics, R/C Glider, R/C Pylon, R/C Helicopter, Scale and Electric Flight. There are no page numbers.

The Australian Rules also have to be reprinted following the Competition Rules conference which precedes the Council conference. There is an indication that the proposed changes to the control line rules will be referred to postal vote. This could cause the printing to be delayed affecting the publishing of the rules to apply at the 2002 Nationals.

MARTIN WEBERSCHOCK TOUR

We were incredibly lucky that Martin was able to spend two months with us in Australia. This made it possible to have Martin in each major centre over a whole weekend each time. Martin's tour took in Sydney, Brisbane, Perth, Adelaide, Melbourne and Launceston/Hobart. Such an extensive tour will probably never happen again with any other overseas visitor. As well, we had the benefit of his friend Jens Buchert, a very good pilot and also an expert in the CNC moulding of models. Throughout the Tour, Martin and Jens generously gave of their time, knowledge and humour and made many enduring friends. Martin's greatest fear now is that everybody that he invited to stay with him when in Germany will turn up all at once!! From Brisbane onwards we also had the pleasure of Martin's girlfriend on the tour.

Martin's sense of humour together with his great knowledge about electric and thermal model design, construction and building made the lectures very enjoyable and they often had to be cut short. At the field he showed us what world class flying is all about with demonstrations of thermal glider (F3B), electric glider (27 cell F5B) and electric pylon.

As well as the usual activities, Martin participated in the Australian F3B Team selection trials in Adelaide, and when in Melbourne spent a productive evening exchanging views with the MAAA education group headed by Pearl Schubach.

The Tour would not have been the success it was without the efforts of volunteers throughout Australia who did the organising in each state. They extended their hospitality to Martin and Jens in a way that I am sure they will remember forever. The LSF and the aeromodellers of Australia owe a debt of thanks to all of them.

Also, the Tour would not have happened at all without the financial backing of the MAAA and also the sponsorship of MODEL FLIGHT. The LSF would like to thank both organisations for their generous support.

MARTIN WEBERSCHOCK TOUR RAFFLE

The raffle was drawn by the LSF on 1.12.00. The prize was \$1,500 worth of goods donated by Model Flight and the winner was Richard Cooper from Meander, Tasmania.

Gerry Carter,
Executive Officer,
LSFAust Inc