

MODEL AERONAUTICAL
ASSOCIATION OF AUSTRALIA INC.

Newsletter

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Centenary of Powered Flight

As we all know 2003 is the centenary of the Wright Brothers first flight. The Avalon air show highlighted this celebration and considering the importance of the date it is an opportunity that modellers can use for a celebration and membership drive.

Why not get your club to start organising a celebration flying or contest. Due to the centenary, newspapers may be more cooperative in giving a bit of promotion.

The M.A.A.A. is the members and to have a healthy association we need a steady growth in membership. We tend to lose quite a few members each year and therefore we need new blood. Our numbers have been increasing over the past years, but only slowly. Last year we very nearly made the magical 10,000 mark. We finished the 2001/02 year with 9,995 up from 9,604 the previous year.

Why not make 2003, the centenary of flight, the year you encourage a person to get into aeromodelling. Maybe you call up a friend who has dropped out of the modelling scene and encourage them to get back into it. Lets crack the 10,000 this year.

2003 M.A.A.A. Council Conference

The M.A.A.A. held it's Annual Conference in Melbourne over the weekend of February 21, 22 & 23. There were many important decisions made at this meeting and these will be explained in this and subsequent M.A.A.A. Newsletters.

Elections.

The Council held elections for President and Technical Secretary. Mike Close and Theo Merrifield were the presidential candidates with Mike being re-elected for a further three-year term. Congratulation to Mike for his re-election.

The position of Technical Secretary was also up for election. With Peter Harris not re-nominating only one nomination was received. This was from Fred Adler, the A.W.A. Secretary. Fred was appointed M.A.A.A. Technical Secretary for the next three years.

Fred has been involved in aeromodelling both administratively and competitively for many years and I am sure his experience will be a great help to the Executive.

The retirement of Peter Harris ended eight years as Technical Secretary. Peter's experience and knowledge of matters modelling is very extensive and valuable to the association. His retirement will be a loss to the Executive. Peter's experience will not be fully lost as he is continuing on as the M.A.A.A. Chief Flying Instructor.

Peter's involvement in aeromodelling has been considerable, with involvement at the highest level in his State Association as well as assisting to run Nationals. In recognition to his extensive contribution to aeromodelling in Australia the Council awarded him Life Membership of the M.A.A.A., an honour that was very much deserved. We all congratulate Peter on this honour. Without dedicated and energetic people like Peter the M.A.A.A. would not be the Association that it is today.

Hall of Fame

On the subject of honours, NSW junior member, Hugh Simons, was inducted into the M.A.A.A. Hall of Fame at the Council Conference for winning the world junior F2A (C.L. Speed) in Germany last year. This is a fantastic effort and we are all very proud of Hugh's achievement and congratulate him on the honour of being inducted into the M.A.A.A. Hall of Fame.

Approved Aviation Administration Organisation (A.A.A.O.)

M.A.A.A. has been advised by C.A.S.A. that we are recognised as an Approved Aviation Administration Organization. This means that we now are more responsible for the administration of model aviation in Australia under the requirements of the new CAR (1998) Part 101.

To enable us to effectively administer model aviation we have written, and are continuing to write, procedures that effectively describe various responsibilities and processes that will assist the administration role. The procedures will be contained in the new M.A.A.A. Manual of Procedures.

The procedures that were approved by the 2003 Council meeting are now in the process of being formalised before having them printed and distributed to the State

Associations. It is envisaged that the Manual of Procedures will be placed on the M.A.A.A. site in the near future.

Heavy Model Permit to Fly

The new C.A.S.A. regulations removed the Commonwealth requirement to have models with a mass in the range 7 to 25Kgs inspected and issued with a Permit to Fly. The matter of whether the Permit to Fly system should be retained by M.A.A.A. was examined by the M.A.A.A. Heavy Model Sub-committee.

The Sub-committee tabled its' report at the 2003 Council meeting and they decided that the inspection and issuing of Permits to Fly for aircraft in the mass range of 7 to 25Kgs be retained. As the requirement for a Permit to Fly is an M.A.A.A. requirement, Affiliate Members should not fly aircraft in this mass range without a valid permit. To fly without a valid permit would most probably result in no insurance coverage by the M.A.A.A. policy.

If you are considering building a model in this mass range please contact your State Secretary for advise and the names of Heavy Model Inspectors in your area.

Under the new C.A.S.A. regulations model aircraft up to a mass of 150Kgs are allowed. The M.A.A.A. Heavy Model sub-committee recommended that, at this stage, models weighing more than 25Kgs are not be permitted under MAAA control, as the M.A.A.A. Inspectors do not necessarily have the expertise to inspect heavier aircraft than this. The Council accepted their recommendation and therefore the M.A.A.A. does not allow models of this size to be covered by our insurance policies.

27 MHz at M.A.A.A. Flying Fields.

The Council also considered the use of 27 MHz the control of model aircraft at our flying fields. This has not been allowed for many years due the possibility of interference from CB transmitters. Whilst this still exists, the number of CB sets using this frequency band has reduced over time. After detailed consideration the Council decide that 27 MHz could once again be used but with strict requirements. These are included in a new policy document, which will be available on the web site.

This approval only applies to models that are electric powered weighing no more than 500g and having a power source of no more than 9 volts. The only approved model frequencies are those that are not used by CB radio. These are Channel 1-26.995 MHz, Channel 2-27.045 MHz, Channel 3-27.095 MHz, Channel 4-27.145 MHz, Channel 5-27.195 MHz. However, Channel 6-27.255 MHz is not permitted because it is on a frequency used by CB radio. The radio equipment used shall be capable of inter-operating at 50kHz frequency spacing. All normal M.A.A.A. disciplines including club membership, flight line/ frequency control, and flying

areas apply. Acceptance of the use of 27 MHz is not automatic and clubs have final discretion as to whether to allow it at their flying fields. Clubs that agree to the use of 27 MHz are required to have a frequency control system. A Silvertone© type system is preferred but, as there is no requirement for a bandwidth sensitive system, an alternative of a board with a peg for each frequency, which is removed and placed on the antenna of the transmitter when in use, would be acceptable.

The procedure also provides guidance that includes that interference could be present from CB radios and radio controlled toys on 27MHz, and that because of this Clubs who allow its use should review the operation of 27 MHz equipment from time to time

10kHz Frequency Spacing

The Council also approved the Frequency Directive Issue 5 for use. This allows the use of transmitters operating at 10kHz spacing. However it imposes restrictions on this that must be followed. Because of space limitations fuller details will be published in the next Newsletter. However any one that wants to take advantage of the opportunity should down load the information from the M.A.A.A. web site. Some of the requirements include that it is optional at both a club and individual level, a Silvertone© metric keyboard is mandatory, radios, which include the transmitter and each receiver operating at 10kHz spacing, must be certified every year, that testing stations have to be specifically approved to test to the new higher standards. There are operational restrictions such as the use of controlled flight line layouts which have to be in place. Following these requirements is essential for both clubs and individuals that want to use 10kHz spacing

Frequency Synthesised Radio Control Equipment.

Equipment of this type is starting to become available in Australia and its use is likely to increase dramatically over a very short time. Transmitters of this type do not use a specific crystal to determine the operating frequency but it is set by switches or similar means on the transmitter. The Frequency Sub-Committee has produced a procedure to enable them to be safely used at our fields as well as saying how Testing Stations should certify them. Council approved it. Any one involved with the use of these should get the full information from the M.A.A.A. Web Site. The key principle is that they should not be allowed to transmit until the specific frequency has been reserved on the keyboard, as is the case with a crystal controlled transmitter. Because of the possibility of mistakes being made due to lack of familiarity with the new technology those who get this equipment have to be more than normally careful to ensure that they know what is required and then follow it.