

MODEL AERONAUTICAL
ASSOCIATION OF AUSTRALIA INC.

New s l e t t e r

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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 St, Rockingham WA 6168
Telephone - 089 528 3124

Secretary: Ivan Chiselett, 1 Watson Ave, Mont Albert North Vic 3129
Telephone (03) 9897 1220 Fax (03) 9897 1445
e-mail; maaasec@ozemail.com.au

Treasurer: Ian Gillespie, PO Box 253, Annerley Qld 4103

Technical Secretary: Fred Adler 18 Ivory St. Noranda WA. 6062
e-mail; maaatechsec@touch88.com.au>

MAAA Internet: <http://www.maaa.asn.au>

2004 National Championships

The 2004 National Championships are to be held in Busselton W.A. from April 17th to April 23rd. Busselton is about 200kms south of Perth in a very picturesque part of WA. Why not combine a holiday in the West with the Nationals. I am sure you will enjoy the experience.

The organising committee is working hard and have a draft program prepared. This will be firmed up in the very near future. Contact details will be provided in the very near future.

2004 F3A Aerobatic Combined Asia Oceanic Continental Championships (CAOCC)

The Australian Pattern Association were successful in being awarded the 2004 CAOCC F3A Championships at the recent CIAM meeting. The event will bring the best F3A aerobatics pilots from the Asia Oceanic region. The last championship was held in 2002 in China and was very successful with good representation from many countries.

The contest will be held at Coolum, on the Queensland Sunshine Coast, starting on July 15th 2004 and concluding in July 24th. If you at all interested in F3A aerobatics I suggest you plan to be at Coolum to see some of the best in the world compete. This sort of opportunity does not happen very often.

A web site is to be launched shortly and there will no doubt be a link from the M.A.A.A. web site. For more details contact the APA at apaflyer@bigpond.com.

Internal Navigation Systems

At the 2003 M.A.A.A. Council Conference the Council defined a Radio Controlled Model Aircraft. This definition effectively rules out the use of internal navigation systems in model aircraft. The definition as approved by the M.A.A.A. Council is listed below.

For the purposes of the M.A.A.A. operations, a radio controlled model aircraft is defined as;

“A non-man-carrying remote controlled device capable of sustained flight in the atmosphere not exceeding the weight limitations established in the M.A.A.A. Manual of Procedures. The operators of such devices shall maintain control without the assistance of onboard autopilots or navigation systems that would allow for autonomous flight. The operators of Radio Control devices shall maintain visual contact with the device during the entire flight operation. “

A model aircraft flown in contravention of this policy would not be covered by the M.A.A.A. insurance policies.

Setting of Fees

Due to advice from insurance companies that they would not provide quotes until mid June, the M.A.A.A. decided at the 2003 Council Conference that it would have to wait until late June to set the M.A.A.A. fees. It was realised by the Council that this had the potential to cause problems to Clubs due to them not being able to advise their members of the fees until very late in the membership year.

Based on information from the insurance industry, the timing of quotes is unlikely to change in the near future. In previous years the insurance company the M.A.A.A. were insured with was prepared to provide quotes in February. This enabled us to set fees, advise the State Associations who then advised their clubs in plenty of time for the July renewal date. Unfortunately that situation is no longer possible.

In a bid to overcome the problem of late fee advise the M.A.A.A. is taking out policies for an eleven-month period. This means that they will finish on May 31. This will enable us to get the insurance quotes by mid May and then set the M.A.A.A. fee by the end of May. This will give at least one month's notice of the fees.

Fee Structure

The fee for a modeller is generally made up of three components. These are;

- (i) Club fee ;
- (ii) State Association fee and
- (iii) M.A.A.A. fee.

The M.A.A.A. Council, which consists of representatives of the State Associations, sets the M.A.A.A. fee.

The three fee-paying classes of M.A.A.A. membership are Senior, Junior and Pensioner. The M.A.A.A. Pensioner fee is currently the same as the M.A.A.A. Senior fee.

The M.A.A.A. fee has three major components;

The administrative fee - As the name suggests this covers all of the administrative costs of the M.A.A.A. including salaries, office expenses, support and operation of flight proficiency programs, promotional activities, etc.

The M.A.A.A. field levy - This is an amount that is paid into a fund to be available to clubs and associations to borrow to enable them to purchase and/or develop flying fields.

Insurance costs - This is the cost of the M.A.A.A. insurance policies. The suite of policies the M.A.A.A. currently has is;

- (i) Third Party liability - \$20M
- (ii) Personal Accident
- (iii) Directors & Officers
- (iv) Professional Indemnity

At the 2003 M.A.A.A. Council meeting it was decided to identify a formula for the setting of junior fee. It was agreed by the Council that the junior fee would comprise half the M.A.A.A. Senior Administration fee plus the field levy plus the insurance cost.

The Council felt that all members' should pay the actual insurance cost and the field levy. They agreed that the junior member only pay half the administration component of the fees.

Gold Wings Testing

At the 2003 M.A.A.A. Council meeting it was agreed to drop the requirement for Gold Wings testing by two M.A.A.A. Instructors. A single M.A.A.A. Instructor is now allowed to test for Gold and Bronze Wings.

Member Numbers

As we approach the end of the 2002/03 membership year the figures indicate a drop in member numbers for the first time in many years. The strength of our Association is member numbers. It enables us to get better prices for insurance, have more influence on Government policy and Department.

Does your club have an active program to attract membership? If it does not then may it should. I know of one club that has a very active program that is bearing fruit. They take advertisements in the local press for people who are interested in attending a model aviation workshop held over a couple of nights and days.

The workshops are held at their clubhouse and field where the attendees are given information and instruction on model building, equipment needed, simulator experience. The session culminates in hands-on flying instruction with an instructor and "buddy box".

From what I have heard they receive lots of requests from the public to attend the seminars and they have a very good membership "capture" from the program. Why not get a program going in your club. We all benefit from more members.

Accidents & Safety.

We continue to have reports and therefore insurance claims on members getting their fingers mixed up with spinning propellers. One recent report indicated that the person is very lucky not to lose two fingers and a part of a thumb. It is doubtful that the fingers will ever be able to bend as the joints have been smashed. In another case a modeller had to fend off an unrestrained aircraft that trapped him against a fence after he had started the engine with the throttle unintentionally set at high.

Most of these type of accidents are preventable and we all should take care and point out the potential for accidents to our fellow modellers. No one like to see people get hurt and it also increases the premiums we pay to the insurance companies. Please restrain you aircraft before starting and adjust the engine and remove the glow plug lead from behind the propeller.

Classification of Junior Member with Respect to Fees

At the 2003 Council meeting it was decided to bring the classification of Junior Member in line with the membership year. A person that turns 18 years of age on or after July 1 will be considered a Junior Member for that membership year. For example, if a person turns 18 on or after July 1 2003, then they will be a junior member for the 2003/04 membership year. The junior classification for local and international competitions is still from January 1st.