

MODEL AERONAUTICAL
ASSOCIATION OF AUSTRALIA INC.

Newsletter

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Manual of Procedures

The M.A.A.A. Manual of Procedures is on the M.A.A.A. web site. It is continually updated so please check the date of issue of any document you use to make sure you have the latest version.

Members Visiting Other Club Fields

Some members seem to think that once they have an M.A.A.A. Membership card that it entitles them to fly at any M.A.A.A. affiliated Club's field. Wrong. All the M.A.A.A. card does is it indicates that you are an Affiliate Member of the M.A.A.A. That is, a member of a Club that is a member of a State Association that is a member of the M.A.A.A.

Most clubs allow M.A.A.A. Affiliates who are not members to fly at their Clubs but only AFTER they have obtained permission from the Executive of the Club and shown them their M.A.A.A. Membership card. All clubs should insist that you have your M.A.A.A. membership card as proof of membership and insurance. All Clubs should enforce the rule, "No M.A.A.A. Card no Fly". To allow a person who claims to be a member is not good enough and compromises not only the club but their members as well.

Many Clubs have rules specific to their location and visitors must be aware of, and comply with these Club Rules. It is highly likely that the Club will require you to demonstrate your flying ability to an instructor or Executive member before you will be allowed to fly solo at their field. The fact that you hold Bronze or Gold Wings is not sufficient, the Club has to be sure that you can operate safely at

their facility. A Club is quite entitled to refuse an M.A.A.A. Affiliate Member access to their field, it is the Club Member's field and they control it, not the State Association or the M.A.A.A., it is funded by the Club Members for their own benefit.

Most Clubs also have restrictions on the number of visits an M.A.A.A. Affiliate Members can make during one year. In general this is to ensure that those using the facilities contribute to the cost of running the facilities. I am aware of a few people in our association joining small country clubs with very low fees and then turning up at the big clubs with the good facilities and flashing their M.A.A.A. card and expecting to be able to fly as often as they like. Please think again, this is a sure fire way of getting a very bad name around the flying fields and Club Executives have every right in asking you to leave their facility. If you want to use good facilities you should contribute to them by joining the club.

Model Aircraft Flying Displays

The M.A.A.A. and CASA have rules and regulations that are applicable to flying displays of model aircraft. The M.A.A.A. rules require a permit for flying displays to be issued by your State Association. The process and rules applicable are set out in the M.A.A.A. Manual of Procedures document Flying Display Procedure, MOP019, which is available from the M.A.A.A. web site.

The M.A.A.A. requires that a display of model aircraft flying done for non Affiliate Members of the M.A.A.A. shall be done in accordance with the requirements of this Procedure. To fly your model at a display that does not have a valid permit issued by an M.A.A.A. State Association will invalidate your M.A.A.A. insurance cover and possibly render you liable to Commonwealth prosecution.

It should be noted that flying displays at schools and fetes etc are considered displays and require a permit even though the "public" may not be attending. The M.A.A.A. definition of a flying display is "a display of model aircraft flying before invited non-affiliate members of the M.A.A.A.".

If you are asked to display your model flying you must ensure that the appropriate permit has been issued. If the display of model flying is at a full size display and the organisers have a permit for the full size display, a model display permit MUST also be obtained from the M.A.A.A. State Association.

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 likes 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.

In a recent accident the model was behind a restraint but not hard up against it. When the throttle was advanced the model left forward hitting the hand of the modeller causing great damage and pain.

Another recent involved a person on the field untangling a bungee line and was struck in the head by a model that was landing. The impact caused a very bad laceration to the person's head requiring hospitalisation. The pilot thought that the model was between the person and himself on its landing track. Obviously it was not and a very serious accident resulted.

The club involved investigated the accident and implemented changes to their operations to eliminate the possible reoccurrence of this type of accident. Some of these are;

- Winches and bungees must not be mixed on the flight line. Bungees must be on one end of the flight line such that a drifting line and parachutes does not fall across winch lines. Winches, where practical should be wound down.
- Landings must not involve flying past any person on the field.
- No person, either club member or member of the public, shall be allowed on the flying field without having been informed of the correct safety procedures.
- When on the field a proper lookout must be kept for approaching aircraft whether on takeoff, launch or landing.

Insurance - Damage to Model Aircraft

At the 2004 M.A.A.A. Council Conference the Council directed that **"the M.A.A.A. insurance policies including the member to member insurance cover excludes damage to model aircraft irrespective of the cause"**. The broker has been advised and has confirmed this exclusion.

Electric Models

There have been a couple of reports where electric models have "gone crazy" just after take off. It is recommended that all models be range checked before the first flight every day. An engine running range check for an electric powered

aircraft is also recommended due to the possibility of radio interference of the electric motor and/or speed controller.

10kHz Frequency Spacing

The M.A.A.A. Frequency Directive Issue 5 (MOP013) is in the Manual of Procedures section of the M.A.A.A. web site. This documents sets down the M.A.A.A. Policy with respect to radio frequencies. A relatively recent change has been to allow the use of transmitters operating at 10kHz spacing. However it imposes restrictions on this that must be followed. Anyone that wants to take advantage of the opportunity should download 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 systems, 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 that have to be in place. Following these requirements is essential for both clubs and individuals that want to use 10kHz spacing.

Heavy Model and Gas Turbine Models

Several reports have been received of members test flying model aircraft that require Permits to Fly before the aircraft is inspected by the appropriate inspector. Please note that all aircraft with a mass greater than 7kgs, without fuel, and all Gas Turbine powered model aircraft require a Permit to Fly. The mass of an electric model is to include the mass of the battery pack that it is to fly with. The inspection process is document in MOP015 & MOP030 and includes a physical inspection followed by a flight test. Every pilot flying the model un supervised has to be included on the certificate

F4C Scale Team Trials for the 2006 World Championships.

The Team Trials for places in the 2006 World F4C Championships will be held at the Valley Radio Flyers field in Shepparton on Monday 19 September 2005. The 2006 World Championships are to be held in Sweden

Any person interested in participating at the trials should promptly contact Anthony Mott on 03 9842 8406 or John Lamont 03 9848 2339.

F2 Control Line Team Trials for the 2006 World Championships.

For information about the team trials for a place in the 2006 WC Control Line team please contact the CL representative in your state or the M.A.A.A. Secretary who will provide you with a phone number to contact. If you are interested you must act now as the process is in place.