

**MODEL AERONAUTICAL  
ASSOCIATION OF AUSTRALIA INC.  
NEWSLETTER  
NO. 6/2006**

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#### **Manual of Procedures**

The Manual of Procedures is a "live" document and is continually being updated. Please check the M.A.A.A. web site from time to time to ensure that you are aware of the latest editions of the documents.

Please be advised that recently the following documents in the Manual of Procedures were updated.

MOP006 – Appointment & Re-registration of Inspectors

MOP008 – Close Fields Operation Procedure & Policy

MOP019 – Display Procedure

MOP024 – International Teams Procedure

MOP027 – Guidelines for the Awards of Wings

MOP053 – Frequency Synthesised Equipment Policy

MOP055 – Alcohol & Drug & Medical Condition Policy

MOP058 – 2.4GHz Equipment Policy

MOP059 – Indoor Flying Policy – New document

MOP060 – Interference Policy – New document

Form MAAA017 – Flight Requirements for Gold Wings

Form MAAA017 – Flight Requirements for Gold Glider Wings

Form MAAA017 – Flight Requirements for Gold Helicopter Wings

#### **Addition to the List of Approved 2.4Ghz Equipment**

As noted above MOP058 – 2.4GHz Equipment Policy has been amended to include the newly released 2.4GHZ Spectrum DX7 radio system.

Please note that the following note applicable to 2.4Ghz operations was added to the Policy;

Because of the wavelength of the radiated signal from the transmitter to the receiver, there is more likely to be interference caused by metal or carbon fibre components in the airframe than with the lower frequencies used up to now. Whilst the technology may overcome the interference to some extent the user has to be aware of the possibility of "on board" generated interference. In the event that the airframe contains either significant amounts of carbon fibre or metal, or if the modeller suspects there might be a problem, then testing the range in various directions from the model whilst on the ground and comparing the range with the same antenna arrangement, at the same height and orientations, but outside the model is a wise precaution.

Please read the entire MOP058 document to get a better understanding of the operations, restrictions and possible limitations of the various 2.4GHz equipment.

#### **Frequency Synthesized Radio Control Equipment.**

Equipment of this type is now 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. The M.A.A.A. Frequency Sub-Committee has produced a policy/procedure (MOP053) to enable them to be safely used at our fields as well as how Testing Stations should certify them. Any one involved with the use of these should get the full information from the Manual of Procedures part on 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.

#### **Mass of Electric Models with respect to Heavy Model Permits.**

The question has been asked, with respect to the classification of a Heavy Model, is the mass of an electric model with or without the batteries. As required by M.A.A.A. rules, all model aircraft with a mass greater than 7Kgs, dry, ie without fuel, is required to have a Permit to Fly. An M.A.A.A. Heavy Model Inspector issues this permit.

The M.A.A.A. Policy with respect to the "dry mass" of an electric powered model is that it includes the mass of the battery used to power the model in flight.

The rationale behind this policy is that the battery is considered to be the fuel tank, and the electrons the fuel. The mass of the fuel tank, even though it is empty, (or uncharged) is included in the "dry" mass of the aircraft.

#### **Heavy Model & Gas Turbine Permits**

Members are reminded that model permits to fly only last 3 years. It is their responsibility to arrange a renewal of the permit with an M.A.A.A. Inspector before the permit expires.

### **World & Australian Records**

The FAI has recently ratified a world record for F5-S (Aeroplane, electric motor-rechargeable sources of current) #174 Distance to goal & return of 142.8kms set by Ray Cooper of Victoria. This is also an Australian record so well done Ray.

Chris Callow also set another world record of 56.9 at the 2005 World F3D Championships.

Australian Records; The following Australian records have recently been set.  
Robert Fry - Control Line Speed – Stock Jet of 230.58 kph.  
Ranjit Phelan - QM Pylon - 56.1secs.  
Robin Hiern - Australian Combined Speed Class 4 - 12.45secs – 289.16kph

Congratulations to those modellers for their great efforts.

### **2007 M.A.A.A. Council Conference**

The 2007 M.A.A.A. Council Conference will be held in Brisbane on May 26<sup>th</sup> and 27<sup>th</sup> 2007. The scheduled location is the Virginia Palms International. Members are welcome to attend to observe the Council meeting.

### **New M.A.A.A. National Special Interest Group.**

The M.A.A.A. have recognised the Australian Scale Aerobatics Association (ASAA) as the National Special Interest Group for Large Scale Aerobatics. For those that are seeking information about Large Scale Aerobatics I am sure that if you contact the ASAA they will be able to answer any questions about getting into this fast growing aspect of our great sport.

The ASAA web site is; [www.scaleaeros.com.au](http://www.scaleaeros.com.au)

### **New M.A.A.A. Technical Sub-committee**

The M.A.A.A. Council at their 2006 meeting approved of the formation of a technical sub-committee for Large Scale Racing. State Association have been requested to advise the M.A.A.A. of their representatives for the sub-committee. It is expected that the sub-committee will be up and running by early 2007. Once it is formed they will be responsible for recommending the rules etc of this specialised discipline. If you would like to get involved with this exciting aspect of modelling please contact your State Association who will be able to direct you to your State representative.

### **Flight Proficiency Wings for Glider and Helicopter**

The M.A.A.A. now has Flight Proficiency Wings available for Glider and Helicopter. The Glider wings have a small "G" and the Helicopter a small "H" above the centre badge to designate the discipline of the wings. The current plain wings will remain as for Fixed Wing Powered flight.

The new "G" and "H" wings are available from your State Association. It is expected that your State Association will swap "plain" (Power flight) wings over to the "G: or "H" wings that your are entitled to free of charge. If you have lost you wings then there is a charge of \$6-00 for replacement ones.

Please contact your State Association for details of how to obtain the new wings.

### **Team Trials**

#### **2008 Control Line World Championships**

A multi team trials proposal has been approved by the M.A.A.A. Executive for selection of the team for the 2008 Control Line World Championships to be held in France in 2008. The events included in the multi team trials are;

SA State Championships – Monarto. March 2007

Vic. State Championships – Melbourne Easter 2007

6,7,8 & 9th of April 2007 with the FAI events being on 6, 7 & 8<sup>th</sup>.

F2C on 6 & 7th, F2A on 7th at Frankston, F2B & F2D on the 8th at Knox.

Qld. State Championships – Venue & date to be advised.

NSW State Championships – Venue to be advised June 9<sup>th</sup>, 10<sup>th</sup> & 11<sup>th</sup>.

WA State Championships - Venue & date to be advised.

Please contact your CL Special Interest Group for further information.

#### **2008 Free Flight Trans Tasman**

A multi team trials proposal has been approved by the M.A.A.A. Executive for selection of the team for the 2008 Trans Tasman Free Flight competition to be held in the autumn of 2008 at Narrandera NSW.

The approved trial system is;

The best three scores from the various State Champs, AFFS Champs and one Overseas competition will be used as a basis for selecting during the period 1<sup>st</sup> May 2007 to 30<sup>th</sup> November 2007 with the exception that the AFFS Free Flight Championships scheduled for April 6th to April 9th 2007 is also included.

For details, dates and locations of team trial events contact your state free flight special interest group.

## **Safety**

I am still receiving reports of accidents where members are still getting their fingers and other body parts into the path of propellers. Several of these have been very serious with resultant permanent loss of movement and/or feeling. Please be extremely careful around propellers. Do not distract anyone when they are near a motor. Do all adjustment from behind the model, there is no need to reach over a spinning propeller and make sure that you have low throttle set when starting the engine. Several if the incidents have occurred because the engine was started with the wrong model selected and although the throttle stick was in the low position, with the wrong model selected the throttle was actually at maximum.

Lets have an accident free 2007.