

**MODEL AERONAUTICAL
ASSOCIATION OF AUSTRALIA INC.
NEWSLETTER
NO. 3/2007**

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 Nth. Vic 3129
Telephone (03) 9897 1220 Fax (03) 9897 1445
e-mail; secretary@maaa.asn.au

Treasurer Gary Anderson, PO Box 471 Devonport Tas. 7310

Competition Rules Secretary. Fred Adler 18 Ivory St. Noranda WA. 6062
e-mail; maaatechsec@touch88.com.au

M.A.A.A. Internet: www.maaa.asn.au

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 aware that the M.A.A.A. has just released a policy, MOP063, Operation of Pulse Jets. This is now on the M.A.A.A. web site in the Manual of Procedures section.

The 61st Nationals will be held in Perth over the period December 29 2007 to January 4th 2008. Why not start making plans to attend, Perth is a nice place to visit and there are some very cheap airfares about.

Safety – Propellers Hitting People

I know you may be getting sick and tired of me mentioning this but it continues to happen with extremely serious injuries resulting. The disturbing thing is that ALL of these injuries could have been prevented. The latest was a member checking the maximum revs of a big motor with a tacho, in front of the model. Problem was that at maximum revs the crankshaft broke and the propeller then went forward and hit the member in the arm and leg. As can be imagined a very serious injury resulted requiring surgery and a lengthy stay in hospital resulted. It could have quite easily been a fatality.

A tachometer works just as well BEHIND the propeller as it does in front of it. And being behind the prop it is one hell of a lot safer. . Whilst the crankshaft breaking is unusual we should always expect the unexpected.

PLEASE, PLEASE once the motor has been started make ALL adjustments and readings from BEHIND the motor, not in front.

If you see anyone in front, including to the side, of a running motor tell them the dangers of doing so and direct them to move behind the propeller arc. We all know the feeling that it will never happen o me syndrome, well sitting in this job I see far too many reports where it did happen and they are now paying a very high price for their error.

These accidents can be prevented, it is up to all of us to be vigilant and educate everyone to be more aware of this potentially fatal error of judgement.

60th Nationals – Albury-Wodonga

The results of the 60th Nationals have been supplied by the V.M.A.A. and have been posted on the M.A.A.A. web site. Any perceived errors or omissions should be discussed with the V.M.A.A.

Team Trials

All M.A.A.A. Affiliate members are eligible to represent Australia at World and Continental Championships. Team trials for places in the teams are conducted by the relevant National Special Interest Groups (NSIG) or M.A.A.A. Technical Subcommittee within the M.A.A.A. If you are interested you should make contact with the relevant NSIG or Sub-committee Chairman for further information or contact your State Association Secretary for contact details of the SIG. The M.A.A.A. web site has links to NSIG's.

The M.A.A.A. web site has details of up coming events and team trials in the "Championships and Other Competitions" page.

SA Free Flight State Championships Change of Date & Location

The date and location of the SA State Free Flight Championships, which are part of the 2008 Trans Tasman Team Trials, have had to be changed. The event is now being held at Bordertown over the period 27 to 29 October 2007. Please contact the SA FF Group for more information.

2008 F4C Scale World Championships Team Trial.

The Chairman of the Scale Sub-committee has advised that the team trial for the 2008 F4C – Scale World Championships, to be held in Poland, will be held at the VRF Field in Shepparton Victoria on Monday 24th Sept 2007. This is the day after the big Shepparton Mammoth Model Fly-In.

Would those wishing to enter the team trial please contact the Scale Sub-committee Chairman Noel Whitehead at <noelw@vegas.com.au> for details on how to enter.

2008 F5B Electric World Championship Team Trial

The Chairman of the Electric Flight Sub-committee has advised that the team trial will be held at the Cootamundra, NSW, field on 22nd and 23rd of September 2007.

Would those wishing to enter the team trial please contact the Electric Sub-committee Chairman Ray Pike at <stingray_f5b@westnet.com.au> for details on how to enter.

Team Trials for International Contests.

Recently there has been some perceived drama with regards to some team trials for international events. The M.A.A.A., and the Executive in particular, have been the brunt of criticism for certain events not being included into the team trial process. It is a shame that those that dish out the criticism do not take the time to find out the full story before blaming the M.A.A.A. Executive for what they consider to be problems.

The M.A.A.A. have rules for the conducting of team trials. These rules are, and have been for several years, set out in MOP024 – International Teams. The M.A.A.A. preferred method of team selection is a single team trial. However, some disciplines argued that a multi team trial method was better for their activity. The M.A.A.A. accommodated this request and the rules for multi team trials were also included in this document when it was drafted.

The main requirement of the M.A.A.A. for any team trial is that the members receive at least 6 months notice of the actual date and location so that they can make arrangements to attend if they wish. The other major requirement is that the team trials must be completed at least 6 months prior to the championship it is being conducted for.

The flow of criticism to the M.A.A.A. Executive is on their perceived bureaucratic approach to team trials stems from groups not submitting their multi trial proposal in time to conform to the requirements of 6 months notice. Without the 6 months notice the Executive have no choice than to disallow the events that do not have the 6 months notice provided. They are just following the rules as clearly stated in MOP024. It also should be noted that a date such as “February” is not acceptable. It must be an actual day number in the month. I am sure airlines would not accept a booking of “I will be flying in February”.

The bulk of this criticism comes from members on the east coast who seem to think that this 6 months notice is a folly. The problem here is that these people do not look at, or want to consider, that fact that the M.A.A.A. members are from all over Australia, not just the east coast. Also, many of our members are in jobs where they just cannot take off a couple of days at a moments notice to attend a team trial. Those members in WA, NT, Northern Queensland or a long way from the team trial location are entitled to be given the opportunity to take advantage of the cheaper advance purchase airline tickets. Hence the requirement for 6 months notice, to give all of our members a fair chance to attend a team trials and on a level playing field.

Those responsible to organise team trials should read the MOP024 carefully to ensure that they are aware of all of the requirements of the document. The Executive has confirmed that they will continue to follow the requirements of MOP024.

Duties of a Team Manager.

Document MOP010 – Duties of a Team Manager - is in the Manual of Procedures. This document has been prepared in an effort to provide useful information to the Team manager to hopefully assist them in carrying out their important duties. The document has been prepared by the Executive and includes feedback obtained from Team Managers. It is continuing to be refined as further feedback from Team Managers is obtained.

Any member considering to offer to be a Team Manager of an international team should have a good read of this document so that they are better informed of the requirements of this position.

Model Permits to Fly – What to do with them.

I quite often get Heavy Model and Gas Turbine Permits to Fly sent to me as M.A.A.A. Secretary. They should be sent to your State Association Secretary, not the M.A.A.A. Secretary. Would all those that are involved with the issue of Permits to Fly please send all documentation to the State Secretary not the M.A.A.A. Secretary.

2007 World Championships Web Sites

For those wishing to keep up with developments at the 2007 World Championships below are the web sites;

Free Flight – F1 <http://www.wffc2007.com>
Aerobatics – F3A <http://www.argentinaf3a.com>
Glider - F3B <http://www.f3b-wm.ch>
Pylon Racing - F3D <http://www.modelaircraft.org/comp/2007f3dwc.htm>

Safety – Lithium Batteries

How many times have you said or heard ‘if all else fails read the instructions’. The instructions often contain very important safety information, which could be vital to your safety and that of others. You should never assume that you know it all, particularly for new or evolving technology. For example, Lithium batteries are now very common and are very different from the NiCad and NiMH batteries that we were more used to using. If the manufacturers safety warnings are not followed they can catch fire in a very serious way. Always read the safety information on all products.

Honorary Solicitor

Is there any member who is a solicitors, or has a professional legal background and would be interesting in becoming the M.A.A.A. Honorary Solicitor. The position is required to assist the Executive to obtain legal advice in a timely and financially

efficient manner. If you are interested in assisting the M.A.A.A. in your capacity as a Solicitor please contact the M.A.A.A. Secretary to discuss what we have in mind.