

MODEL AERONAUTICAL
ASSOCIATION OF AUSTRALIA INC.

Newsletter

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November 1998 - From the Federal Secretary

Insurance I

Occasionally, usually after a fee increase, there is a call by those members who see themselves as "low-risk" to introduce two levels of public liability cover - one for them and one for the "dangerous?" others. It would seem our equivalent organisation in the USA has similar calls. The AMA President wrote in a recent issue of "Model Aviation" that there had been six fatal accidents in twenty years involving AMA members or clubs but only three involved model aircraft, all radio control, one at a model flying display. However, the largest property damage claim was the result of a free flight model starting a grass fire that burned a large area while the biggest personal injury claim involved a control line speed model.

During my time as Federal Secretary, I can recall only one fatality involving a model aircraft and that was a non-member flying a C/L model too close to power lines. There was serious injury caused last year by a R/C model but the most serious previous to was 25 years when a C/L model being flown in a city park in a team race hit the pilot of the second model in the head. No, the model did not come-in on the lines. The flier left the centre and ran to his model which had landed after engine failure.

Free flight models have started more grass fires than radio controlled models. With carbon fibre fuselages and aluminium foil wings, they are also more likely to do so than R/C models which usually use non-conducting materials externally. C/L combat models are likely to be the victim of line cuts with consequent fly-aways. Fuel shut-offs that are actuated by the loss of line tension are now being introduced. Before wrist tethers were

required, I saw a C/L model which control handle had slipped from the pilot's hand climb in tight circles as it drifted towards power lines with the lines dangling beneath. Fortunately, the engine lost power gradually and the model descended until the pilot was able to regain the handle before the power lines were reached.

With the exception of some indoor models, there are no "low -risk" models.

The AMA President wrote that he could not see two levels of insurance premiums based on risk being available in the USA. I think that the same situation applies to us.

Insurance II

I had a letter from a club complaining that the Association's Group Accident Policy discriminated against its members older than 80 years of age because it excluded them from cover. I spoke with our Broker who advised me that he had had a similar complaint from another client and was already negotiating with the Underwriter to have the upper age limit removed. Should he be unsuccessful, he said that he would attempt to find an Underwriter who would offer similar cover without the age limit. In this case, the new limit would not apply until a new policy was taken out - not until April next year. I will keep you advised

Records

The following Australian records have been recognised:

Indoor HLG (Cat II) - L Surtees - Tamworth - 19Jul98 - 43.9 seconds

F2A (C/L Speed) Contest Category - new rules - R Hiern - Vic - 11Apr98 - 12.7 sec
(283.54 km/hr)

Bendix - Contest Category - Hollowell/Baddock/Bailey - Vic - 16Apr98 - 7 min 16.24 sec

QM Pylon Contest Category - A Davies - NSW - 9Aug98 - 60 seconds

The following World records have been recognised:

Record Class 74 (R/C Electric Speed - SOL) W Schaper - Germany - 21Jun98 - 80.63
km/hr

Record Class 65 (R/C Electric Duration - rechargeable cells) - W Engel - Switzerland -
21Jun98 - 15 h 12m 30 s

50th Anniversary Badge

A small quantity - 250 - of a badge designed by the RCAS[NSW] President and marking the fiftieth year since the MAAA was formed has been struck and all have been sold. A second batch is being made but will not be ready until mid-December at the earliest.

MAAQ, RCAS[NSW], VMAA and NSWFFS obtained bulk stocks from the first batch; if you want one and cannot wait, please contact the State Secretary of one of those Associations. You might be lucky. When stocks are again held, the cost will be \$3.00 plus \$2.00 postage and envelope.

R/C Frequencies

A busy Subcommittee is that on R/C Frequencies. It is to make recommendations to the Council on the new spots on the 40 Mhz band (mentioned in N/L 5/98) and also on whether to permit operation at 10 khz separation.

Gas Turbines

A postal vote on whether to accept or reject the recommendations of the Gas Turbine (GT) Subcommittee was recently finalised. Of the five recommendations which included a proposed text for the Inspector's Authorisation Card, an Engine Starting Checklist, a Check List for Inspectors and the text of an inspection procedure for miniature Gas Turbine Engines, the most urgent - the qualifications for appointment as a Gas Turbine Inspector was rejected. This aspect has been again referred to the Subcommittee. A sticking point was the decision of the MAAA Council to require GT Inspectors to be also Large Model Inspectors. Because of time needed for the Subcommittee to reconsider the matter, the intervention of Christmas and the Nationals and the lead time required for a postal vote, the matter of qualification will be an agenda item for the 1999 Council conference together with a proposal that the decision taken at the 1998 conference relating to Large Model and GT Inspectors be rescinded.

CASR Part 101.

The date by which comment was to be submitted to Civil Aviation Safety authority (CASA) on the proposed Civil Aviation Safety Regulation (CASR) Part 101 has passed. Information is that responses are being considered and that a Summary of Responses will be issued; just when has not been stated. Further opportunity to comment is then expected.

An interesting aspect of Part 101 is the proposed treatment of model aircraft used for commercial purposes. They will no longer be defined as model aircraft but as unmanned aerial vehicles. However, provided they remain within sight of the operator at all times, they can be operated under the same regulations as models weighing more than 7 kg. (MAAA Public Liability Cover does not extend to the commercial use of model aircraft) It is still too early to forecast the exact concessions we will be granted over CAO 95-21. As far as I can tell, some of its critics have not yet recognised the radical changes it proposed.

Team Trials

Yet another Subcommittee has been formed, this to consider and make recommendations on the way teams to represent Australia in International competition are selected. Their recommendations will also be considered by the MAAA Council at its 1999

Error in Rule Book

Attention has been drawn to two errors, both affecting Old Timer rules, in the 1998 issue of the Australian Rule Book. On page 2-97, in paragraph 5.4.3.4(a) (iii), 2 cc/lb should be deleted and 1.5 cc/lb inserted. On page 2-98, the last sentence of 5.4.3.6(b) should be deleted so that the paragraph reads: "For this event normal fuel allocations will be used with the longest flight the winner.

1999 MAAA Council Conference

The 1999 MAAA Council Conference will be held on the 13th and 14th February at the Ford Training Centre, Hume Hwy, Broadmeadows, Melbourne. As well as the standing items - Reports by the President, Secretary/Treasurer and the Chairpersons of the many Subcommittees, Approval of the Budget and Setting of the Fees, etc - there are proposals on

- how National Championships should allocated, funded and events on the program selected;
- how teams to compete in international competition should be selected;
- guidelines for the award of MAAA Life Membership and Induction into the MAAA Hall of Fame;
- an intermediate level of flying proficiency (silver wings)
- the method of nomination to CIAM of judges for international competition.

More are anticipated before the closing date for proposals.

1998 F3A Asian-Oceanic Continental Championships

I was present at the 1998 Asian-Oceanic Championships for R/C Aerobatics held in Chinese Taipei. The venue was a micro-light airfield about an hours travel by mini-bus outside Hua Lien, a city on the east coast of the island. The Taiwanese hosts had had a bitumen runway perhaps 150 metres long and 10 metres wide laid for the event. The micro-light pilots loved it. Japan (one entry), Hong Kong, Singapore, Thailand, Chinese Taipei and Australia were represented with Steve Coram winning first place and Australia first team place. The competition was well run and was a credit to the organiser. Singapore intends bidding for the Championships in 2000 while Hong Kong is interested in bidding for that in 2002 but has a problem with a venue. It has asked if it could host the event on a site in China.