

**MODEL AERONAUTICAL
ASSOCIATION OF AUSTRALIA INC.**
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March 2000; From the Federal Secretary

2000 Council Conference

The 2000 MAAA Council conference was held in Melbourne on the 12th and 13th February with delegates from all State/Territory Associations attending. The Minutes of the meeting are not yet available and will not be for several more weeks. However, the item of probably the most interest is the fees, so I will give those details. I hope to report more on the meeting as and when I complete the transcript.

2000/2001 Fees

The Council decided to keep the MAAA fees for 2000/2001 at the same level as for 1999/00 (and 1998/99). Further, it decided that it would pay the GST on membership fees for that period instead of levying it on the members pending the impact of the GST becoming fully known. This will be reviewed next year. With the senior fees for all except RCAS[NSW] being \$35.00, this amounts to an effective fee reduction of \$3.50. The ex-RCAS[NSW], now identified as Miniature Aero Sports NSW (MAS NSW), again elected not to accept personal injury cover for its members nor Director's and Officers Cover for its affiliated clubs, thus reducing its senior fee to \$30.44. The junior fees are \$12.00 (\$10.50) and pensioners \$31.00 (\$26.44)

As it was this year, six monthly membership, from 1st January 2001 to 30th June 2001, will be offered to those joining the Association for the first time and to those whose membership has lapsed for at least five years. Please note the concession is not available

for the period July to December although, last year, there were a couple of unsuccessful attempts to obtain it. The half-yearly fees are for seniors \$17.50 (\$15.22 for MAS NSW), for pensioners \$15.50 (\$13.22) and for juniors \$6.00 (\$5.25).

GST

Because they are paid in return for a supply, membership, joining and renewal fees are subject to the GST if a club/association has registered for the GST. However, if a club's annual turnover – and this has a specific definition which should be checked – does not exceed \$100,000.00, it need not register for the GST and need not levy the GST on its fee. However, it may not claim input tax credits on its purchases. It is an exercise for the club to balance any tax credits against the GST it would pay. If the decision is to register, the same form is used to apply for an ABN and to register for the GST. Note that an ABN can be issued without registering for the GST, that an individual is not entitled to an ABN and that Tax Invoices may be issued only by associations having an ABN.

To jump to the National/State level, the MAAA, which has to register, will issue a Tax Invoice to a State association when a membership record form (MR1) listing the names of persons to be affiliated is received. It will show the number of seniors, pensioners and juniors, the fees received and the GST component. A pre-printed Tax Invoice which will also list the items the MAAA sells – badges, wings, instructor manuals etc - will be used. That all invoices be issued be in the form of a Tax Invoice is a recommendation of the Australian Tax Office. An individual buying, for example, a rule book will not be entitled to Tax Input Credit despite having received a Tax Invoice.

It is anticipated that the other State/Territory Associations will apply for an ABN (but not necessarily register for GST) and follow the MAAA practice, that is, issue, when requested, Tax Invoices to their affiliate clubs showing their ABN and that of the relevant club, if they have one, for the number of affiliations listed on the MR1 and the fee. Remember, though, if they are not registered for the GST, they cannot claim Input Tax Credits. The Tax Invoice becomes merely a receipt.

At least two State Associations will probably have to register for the GST. They and MAAA will be able to claim input tax credits but the MAAA will have to pay ten percent of the affiliation fees it receives as GST. The budget has estimated this as just over \$25,000.00.

The MAAA purchased a stock of wings last December on which it paid 22% wholesale sales tax. On the 30th June 2000, an accurate count of the remaining stock has to be made and a refund of the sales tax, less 10% GST sought from the ATO. A single wing

cost \$4.45, increasing to \$5.43 with sales tax. Under the GST, the price will become \$4.85

Insurance

The premiums/member for the Public Liability and personal accident insurance as well as the premium/per club for Directors and Officers cover have all increased and all include a GST component. Clubs affiliated through MAS NSW may obtain the D & O cover by paying \$40.62 per club. Last year, some eighteen clubs elected to do so. Personal injury cover is not available to MAS NSW members.

The policies, when renewed, will become effective at 4.00 PM on the 30th June for twelve months. Your membership fee is due on the 1st July. If you have not paid your affiliation fee and your model causes injury/damage, you have no cover. Such was the case last year when a non-member flew his model in a park – a practice prohibited by the local Council – and it struck a young girl. He is being sued. Unusually, last year saw no claims for damage to a motor vehicle although two models caused damage to roofs. There were two claims against clubs for trauma/injury arising from the operation/use of club equipment. Four personal injury claims were submitted with one member who amputated a finger down to the first knuckle receiving compensation

This year has started with damage to a van costing just over \$400.00 to repair. I should remind you that the Public Liability policy has, at the request of the MAAA Council, an excess of \$1000.00. The owner of the model causing the injury/ damage or the negligent club must pay the first \$250.00 of any claim; the MAAA pays the balance. The MAAA recommends that a club pay the excess of a claim arising out of instructor/student incident. For this reason, the club should permit only those instructors it approves to instruct. Anyone else instructing should come to an agreement before the first flight with his student as to whom pays what.

Airspace

As you should well know, a model aircraft must not be operated above 300 feet above ground level except in specifically designated areas. I know of at least one club which has written warning letters – the first step in withdrawing membership – to some persistent offenders. Under the responsibilities of Directors and Officers, a club committee could be found negligent if it was aware of the practice and did not take action to correct it.

New World Record?

After many years of trying, Len Surtees believes that he has set a new World Record for Indoor Hand Launched Glider (IHLG) in the Eastern Airlines hangar at Tamworth. His

claim averaging 54 seconds has been submitted to the FAI for homologation. The record class is new having been re-instated with effect January this year. The claim is a credit to Len who survived radical surgery to remove cancer in 1988 and who resumed aeromodelling as part of his recuperation. You can read his philosophy on IHLG design in the 1995 issue of Merv Buckmaster's Aeromodelling Digest.

Safety

A recent issue of the American Academy of Model Aeronautics magazine "Model Aviation" carried a description of an excellent safety device to prevent model aircraft escaping while the engine is being started and adjusted. I have seen devices that are fixed in the ground and which fit around the fuselage in front of the tailplane but these depend upon the strength of a glue joint. The device in "Model Aviation" is two sturdy posts, wrapped with foam plastic, sunk into the ground about one metre apart. The model is placed with its wing in contact with both posts. The engine is easily accessible from the front for starting and from the rear for adjusting. The US club which promoted the idea has three or four positioned away from the pits and of course the flying area.

(After reading the above paragraph, the MAAA President advised me that his club has used the system since 1988 with 80% of the club members having their own posts hammered into the ground. The main difference seems to be that the US club has its posts a permanent fixture).

National Championships

The 53rd National Championships being held in the Shoalhaven area are now but a few weeks off; in fact the closing date for entries has past.

The 54th Nationals are to be held in Busselton WA over the 21st – 27th April 2001. The number of events are minimal. Bulletin No.1 can be downloaded from the MAAA Web site. Because Busselton is a tourist area, early booking of accommodation is recommended

MAAA Museum

The MAAA Museum has been re-located from Airworld at Wangaratta to Hangar 131 at Bankstown, Sydney. The entrance is from Henry Lawson Drive near Milperra Rd. Among other things, the re-location means that the display can be monitored and kept in good condition. I thank, in alphabetical order, Joe McGuffin the curator of the collection, Val Vickers and Ross Woodcock who have all worked over the past two years to bring the display to Bankstown.