

**MODEL AERONAUTICAL
ASSOCIATION OF AUSTRALIA INC.**
N e w s l e t t e r
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May 2000; From the Federal Secretary

R/C Frequency 1

The following is reprinted from Newsletter 2/99:

“The (1999) MAAA Council has accepted the recommendation of the R/C Frequency Sub committee that frequencies in the 40 MHz band other than those currently used (40.665 and 40.995) for the radio control of models not be approved. The increase in bandwidth authorised for industrial, scientific and medical (ISM) use would have allowed the use of additional channels. However, equipment on the ISM band may use up to ten times the power permitted for R/C equipment and there is no limit on bandwidth. The future risk of interference was considered to be too great”. The reasoning behind the last sentence was that the location and usage by others would be totally outside the control of model fliers.

I have been advised that some importers have brought in four-channel equipment on the “new” frequencies. Although their use is legal from a spectrum users point of view, they should not be used for the radio control of aircraft unless and until the MAAA Council revises its decision. Club keyboards will not allow for the use of the new frequencies nor can I provide stickers for them to the testing stations.

R/C Frequency 2.

The 2000 MAAA Council conference had before it a proposal that effective 1st September, it adopt operation at 10 kHz separation on conditions to be determined by

practical tests and information from the technical Sub committee. After lengthy discussion, it was agreed that the frequency sub committee would continue to review the technical aspects of 10 kHz operation. It would report to the MAAA Executive by the 1st September, the date which had been proposed. If that report showed that 10kHz separation was practical, even with some limitations, then the matter would be put to a special meeting of the Council by telephone conference for a decision.

The basic problem at club level is that equipment on the “even” channels is blocked from use by a 20 kHz key in the adjacent “odd” channel and vice versa. This affects all equipment even new which may or may not be capable of operation at 10 kHz separation. If the latter proves to be the case, the problem remains. In discussion with the Secretary General of the British Model Flying Association, I was told that it was necessary to retire equipment that was not capable of operating at 10 kHz separation for the safe operation at 10 kHz. Unless it was also done in Australia, true operation at 10 kHz separation would not be possible.

Australian Radio Controlled Aerobatic Association (ARCAA)

The ARCAA is a Queensland based organisation for fliers of R/C aerobatic aircraft. However, it is independent of the Australian Pattern Association (APA) and will not provide it with the results of its competitions. Several years ago, the MAAA Council tasked the APA with calculating the National Average and the Promotional Percentages for individual fliers. The lack of ARCAA results distorts these calculations and could disadvantage individual fliers.

MAAA Information

A club member who flies more often away from his club field than on it recently wrote complaining about the lack of information on, among other things, insurance cover and wondered why the MAAA did not issue members with a handbook containing such information.

The fact is that the State/Territory Associations have reserved to themselves the right to issue such handbooks. This Newsletter is the only method authorised by the MAAA Council for the direct distribution of MAAA information to individual members. (I should qualify that statement. An MAAA column could be included in the “Australian Radio Control Model News” but the format and content has yet to be agreed with the publisher and even then, the information would be available only to readers of the magazine). By agreement with the States/Territories, the Newsletter is included in their Newsletters. However, one State has indicated that it might not be able to include every Newsletter because of lack of space.

Information on insurance coverage, airspace, R/C frequencies etc is regularly included in these Newsletters.

MAAA Web Site

Yet another recent complaint was that some details on the MAAA web Site are not current. The Web Master – Ray Pike at stingray@netc.net.au – must be advised of changes before he can incorporate them. In explanation, some State/Territory do not make information on club secretaries and club fields generally available; it provided thieves with information as to where they could find model and other equipment. Quoting a post office box numbers is probably safe but the availability of reverse telephone number directories – number to address – could make giving telephone numbers risky. In any event, please check that the information about your club on the MAAA Web Site or other site if it linked to the MAAA site is current.

Gas Turbines

The MAAA Council Conference last February approved the qualifications for appointment as a Gas Turbine Inspector. State/Territory Associations were recently advised of them. However, before Inspectors can be appointed, a series of thirty questions and answers have to be prepared to be provided to candidates who will be required to answer ten out of ten correctly. From my point of view, the most onerous requirements are:

- a) The candidate must have either, actual operation and maintenance experience of full size gas turbine engines, **OR** a minimum of 12 months direct exposure to, and operation of miniature gas turbine engines.
- b) The candidate must have radio control ducted fan or miniature gas turbine flying experience for a minimum 2 year period.

Unless also approved as a Large Model Inspector in accordance with the Manual of Procedure, a Gas Turbine Inspector may inspect and approve only models powered by gas turbines. The period of appointment will be for three years and an inspector may not inspect a model he has built or owns unless it is impractical for another inspector to do so. In this case he has to be accompanied by a member of his club executive while he carries out the inspection. These last two requirements also apply to Large Model Inspectors.

Insurance

Advice has been received to date of two claims on the Public Liability cover; both involved damage to vehicles and both costing about \$400.00 to repair. The amount

above the \$250.00, which has to be paid by the member, will be paid by the MAAA. If you are involved in an incident involving damage to property or personal injury, let me know as soon as possible. I will send you an Incident Report form for completion and return. You should also receive an Incident Analysis Form by which there is an intention to determine the cause of the incident. This information is not provided to the Underwriter. Both forms can be sent by mail, fax or as an e-mail attachment.

Model Flying Displays

As a general rule, model flying displays to which the public has been invited must be approved by the Civil Aviation Safety Authority through the relevant State/Territory Associations. At least twenty eight days notice is required by CASA. Additional time must be allowed for processing by the State. Approval is relatively straight forward if the display is to be held at an existing club flying field but more detail is required if it is to be held elsewhere. Civil Aviation Order CAO 95-21 makes the organiser of the display responsible for the conduct of the display, including the proficiency of the fliers. As a guide to organisers, the MAAA Council has determined that fliers at displays should be of “Gold Wings” standard. Control line flying displays are exempt from the requirements of the CAO but the safety of spectators must be ensured. An invitation to the public can be as simple as a road side sign reading “model aircraft display”.

World Championships

World Championships will be held in 2001 as follows: Free Flight – USA, R/C Aerobatics – Ireland, R/C Glider (F3B) – Czech Republic, R/C Helicopter – USA and R/C Pylon – Australia. By decision of the 2000 Council conference, the respective Special Interest Group or if there is none, the sub committee is responsible for determining and advising the dates and venue of a single trial. The Council made provision for the MAAA Executive to approve more than one trial on application. R/C Pylon has asked that it be permitted to conduct its usual trials; a decision is yet to be made. If you are interested in attending any of the Championships, please let me know so that your name can be added to an address list for Bulletins.

The World Championships in 2002 will be held as follows: Control line – Germany, R/C Glider (F3J) – Finland, Scale – Canada, R/C Electric – not yet determined but perhaps Switzerland.

There are other World Championships being held, specifically, free flight slope soaring and free flight indoor but Australia is not active in these classes.