

MODEL AERONAUTICAL
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N e w s l e t t e r
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Chris Greenwood

It is regret that I advise you that Chris Greenwood, past M.A.A.A. Federal Secretary, Life Member of the M.A.A.A., Member of the M.A.A.A. Hall of Fame and FAI Air Sports Medal recipient, past away on Friday April 12 after a long and brave battle.

Chris will be remembered as a true gentleman by all of those lucky enough to have made his acquaintance.

It was with pride that I received many tributes to Chris from modelling associations all over the world. He was a man known and respected in the world of model aviation. I have passed these notes onto Chris's family who will no doubt also feel great pride reading them.

Chris was M.A.A.A. Federal Secretary from 1984 until his retirement in 2001.. His appointment as CIAM Secretary, the FAI modelling section, highlighted the high regard that he was held in by the international modelling community and was an honour for Australian modelling. He held this position from 1992 until 1999

I am sure all modellers will join me in expressing our sympathy to Chris's wife Jan and family at their great loss.

FAI Numbers

For the benefit of the many newcomers to our great sport it is worth pointing out the significance of the AUS number that you see on your M.A.A.A. membership card. This is

also your FAI Sporting Licence. Naturally the AUS is for Australia. This card acts in an international I.D. and enables you to enter FAI events that are held worldwide.

It is intended that the number you are allocated when you join will stay with you for a lifetime. If you leave the sport and then return some years down the track you should advise the Club registrar or secretary of your original number. If you cannot recall it then at least advise the club that you were a member and the approximate year of membership. From this information we should be able to track our records and find the original number.

It is also very important that when you fill in your membership renewals please include your middle name. Your date of birth also helps. This information enables us to better identify you within the database. You would be amazed just how many B. Smiths there are in the M.A.A.A.

Good News Story - 2001 World Helicopter Championships

I recently read the report in the CIAM Meeting minutes on the 2001 Helicopter World Championships which were held in Muncie USA, the AMA's headquarters. The report said the normal things such as the competition went very well. However, the interesting part was that two Australian and two Japanese competitors save 6 people from drowning in a lake and were awarded the keys to the city of Muncie by the mayor in appreciation of their efforts.

I did a little investigation and found some details of what happened. Apparently Bob Miller and Mike Farnan turned up at a public lake to see the two Japanese competitors running towards the edge. They then saw a family of 6, including a very young baby, in difficulties out in the lake. There was a very strong wind with quite large waves on the lake and their boat had capsized.

Bob and Mike ran to some small boats at the edge of the lake where the Japanese were also running. The Japanese managed to get a boat with oars but the only one available to the Australians had none. Luckily Rick Mailath, who arrived a little after Bob and Mike, saw the dilemma was able to find some oars and run with them down to the boat. The modellers then rowed out into the lake and were able to get the 6 people to hang onto the sides of the small boats until a Park Ranger's boat turned up some time latter. I was told the aeromodellers showed courage and level headedness in their actions.

Well done guys.

56th National Championships, 2003.

It was previously advised that M.A.A.Q. (Queensland) were to host the 56th National Championships at Toowoomba in January 2003. Unfortunately, due in part to the events of September 11, M.A.A.Q. reluctantly advised the M.A.A.A. at the 2002 Council meeting that they were unable to host the Nationals as planned. This being mainly due to several of the fields that they planned to use being on Army land and that the M.A.A.Q. had been advised that access to the land could not be guaranteed

This bad news was followed by more of the same when M.A.S.A. (South Australia) also advised M.A.A.A. that they were also withdrawing their offer to host the 57th Nationals in 2004.

The M.A.A.A. Council had a general discussion on the future of the National Championships. It was evident that some State Associations are finding it more difficult to host the Nationals in their current form. That is, all disciplines at the one location during one week. One of the issues is being able to find the number of good fields in one location. It was decided that the Council would consider any offer from a State Association to host the 56th Nationals. As of early May, no offer to host the 56th Nationals in 2003 has been received. Unless one is received within a couple of weeks it is unfortunate but the 56th Nations will be deferred until 2004. This will be the first time, excluding the Second World War years that there has not been a National Championship.

The Aeromodellers of Western Australia advised the M.A.A.A. Council that they were prepared to host a Nationals in 2004. The Council agreed to accept A.W.A.'s offer. A.W.A. advised that they would most probably hold the Nationals during Easter 2004.

Whether this is the 56th or 57th will be determined within the next month. As soon as a final decision is made as to whether a Nationals Championship is to be held in 2003 your State Association and National Special Interest Groups will be advised immediately. The next M.A.A.A. Newsletter will also advise the situation.

In the mean time why not start planning for a trip to the WA for the Nationals in 2004.

Membership Fees

There appears to be some confusion amongst Clubs and members as to when a person is entitled to only pay half M.A.A.A. fees when joining after January 1st.

The M.A.A.A. membership year runs July 1 until June 30.

If a person who has not been a previous member of the M.A.A.A. joins a Club after January 1st, then they are entitled to pay half M.A.A.A. fees for the membership year in which they join.

A person who was a member of an M.A.A.A. affiliated Club in the previous year joins at any time, including from 1st January to 30th June, then they must pay a full year's M.A.A.A. fee. If a person has not been a member for at least one year, and joins after January 1st then they are entitled to pay half M.A.A.A. fee for the year. To summarise, if you are rejoining after January 1st when your membership ran out on the 30th of June in the previous year, then you are NOT entitled to half fees.

Club Registrars' should ensure that the correct fee is sent to the State Association as the State will be billed for the appropriate fees even if the Club/State did not collect it. This causes unnecessary paper work for all concerned.

If you are in doubt, please contact me.

World Championships

This year we have teams competing in the following world championships;

Control Line - Germany

F2A (Speed), F2B (Aerobatics), F2C (Team Racing) & F2D (Combat).

Radio Control

F3J (Thermal Glider) – Finland ; F4C (Scale) – Canada &

F5B (Electric Gliders) – Switzerland

Congratulations to those that have made the teams and we hope that they have a successful competition.

Accidents

Last year I noted the high percentage of insurance claims involving fingers getting mixed up with propellers. The MAAA strongly recommends that some form of aircraft restraint should be used when starting engines. This can be either an assistant holding the model from behind, or an alternative mechanical restraint, of which there are a number of effective options. It would appear that not all have taken notice of this. I still am receiving reports of the same type of accident, ie "fingers struck by propeller". It amazes me to think that there are modellers out there who think they do not need a restraint for their model, as they will never get their fingers in the way of the propeller. My response, just be patient and you will eventually be hit and it will be very painful.

It is surely better to prevent the accident by using a suitable aircraft restraint when starting your model. Also, every accident that causes an insurance claim leads eventually to higher insurance premiums and therefore higher fees. This affects everyone including those who take precautions. With the escalating cost of insurance unless these incidences significantly reduce the MAAA may be forced to make the use of a safety restraint mandatory. This is the policy in some other countries. Think about safety at all times, it saves you pain and helps to keep the fees as low as possible.