

MODEL AERONAUTICAL  
ASSOCIATION OF AUSTRALIA INC.

# Newsletter

NO. 2 / 2003

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## Accidents

The majority of accidents reported continue to involve injuries to modellers being struck by propellers. In the past twelve months we have had very serious accidents of this type with fingers being amputated by the propeller or damaged to the extent that they are next door to useless.

In our sport, and in general life, our hands and fingers are particularly vital, so let us make an effort to be extremely careful. Many of the accidents result from the person being momentarily distracted, overbalancing, not using an aircraft restraint during start up or just not taking care.

Let us try to eliminate these types of accidents by being extremely careful and warning others of potentially dangerous practices that you see. Also, do not distract a person when they are near an engine that is running and always tune your motor from behind, not over the prop. Safety glasses are a very wise precaution as well in case a propeller disintegrates for any reason.

## Operation at 10kHz spacing.

As stated in the last Newsletter the M.A.A.A. Council approved the use of transmitters operating at 10kHz spacing. Current technology has improved to the point where equipment is available with the level of performance at 10kHz equivalent to that at 20kHz when that was introduced. In today's environment it is necessary to

put a number of mandatory requirements in place to ensure that safety is not significantly compromised. Because of the higher technical requirement, testing stations need to have equipment with better specifications and will need to be approved to test to the higher 10kHz standard. In addition both the transmitter and the receiver will need to be specifically certified to 10kHz and will also need to be retested every year. Only if both transmitter and the receiver both have current certificates will they be able to operate at 10kHz spacing. If you have one transmitter and several receivers then every receiver that you want to use at 10kHz will need to be separately certified to 10kHz.

Because of the confusion that could arise with the imperial and the metric keyboard using different width keys for the same frequency spacing, the Silvertone® metric keyboard must be used by clubs that allow 10kHz operation. This makes it failsafe and it is recommended that clubs that continue to use the older imperial keyboard have a notice put on them saying that 1-inch keys are not allowed (as these would imply 10kHz). There are also restrictions on field layout for 10kHz such as that the pilots must be grouped together and no one must take their radio down the runway away from the flight line, for example to stand behind a model to take off or to recover a dead aircraft. The reason is that there is a reduced margin of safety with any equipment when the frequency spacing is reduced and these restriction are needed to ensure that operation is still acceptably safe. However people who fly models that are very fast or large may decide to continue to operate at 20kHz, as may any other individual or club. The reasons for this decision may be the extra requirements for testing, the keyboard or field restrictions or that there is not considered to be any need to be able to inter operate with the extra frequencies that become available. Because it is optional no one has to justify why they decide not to change from the way they fly now.

This has not intended to be a totally comprehensive statement of the requirements but only to give a good overview. Before any individual or club decides to go to using 10kHz it is essential that they look at Frequency Directive Issue 5 and make sure that they are familiar with the total requirement and will comply with it.

## Election of M.A.A.A. Secretary & Treasure

A notice is also being published in the Australian modelling magazines calling for expressions of interest in the positions of M.A.A.A. Secretary and of M.A.A.A. Treasurer. The M.A.A.A. Secretary will also carry out the duties of Registrar unless he requests another person carry out this role with the approval of the Executive. The advert will carry the following text with expression of interests to be sent to the MAAA Secretary.

Any MAAA Affiliated Member who is interested in either of these two positions, to be elected for a one/three year team, is requested to register interest before 8th September 2003, when a full information pack and application form will be forwarded.

The Secretary position (three year term) is essentially full time at a salary of \$39,690 p.a. (subject to an annual review) plus superannuation and work cover

The Treasurer (one year term) is part time for a total remuneration of \$4,410 p.a. (subject to an annual review). (Note; The one year term is subject to a postal vote)

### **M.A.A.A. Manual of Procedures**

The M.A.A.A. is currently producing a new Manual of Procedures & Policies. As the name suggests the document will contain the M.A.A.A. procedures and policies combined into one document. The M.A.A.A. Council approved the concept of the document at the 2003 Annual Meeting. The document is almost at a stage where it can be released.

The document is live and therefore will be continually amended, updated and added to. Due this, the size and volatility of the document, initially the State Associations will be the only ones issued with a hard copy. The document will also be produced in electronic format and will be available on the M.A.A.A. web site for viewing and downloading in Adobe format.

Some of the procedures and policies that are, or planned to be, in the Manual are;

- Accident / Incident Reporting and Actions Procedure
- Application For Exemption From CAR (1998) Part 101 Procedure
- Application For Overseas Visitor Funding Procedure
- Application For Temporary Ceiling Height Extension Procedure
- Application to Register an Approve Flying Area Procedure
- Appointment and Reappointment of Inspectors Procedure
- Appointment of Radio Testing Stations Procedure
- Close Fields Operation Procedure and Policy
- Document Control Procedure
- Field Purchase/Loan Application Procedure.
- Frequency Directive
- General Rules and Guidelines for the Operation of Model Aircraft
- Heavy Model Aircraft Procedure
- Legal Assistance.
- New and Amendment of Procedures Procedure
- Night Flying Procedure
- Public Display Procedure
- Recognition of National Special Interest Group Procedure
- Requirements for Setting Australian and World Records
- Risk Assessment Procedure

- Team Manager Duties
- Team Selection Trials Procedure
- Turbine Powered Aircraft Procedure
- Code of Ethics
- Flying Field Spacing Policy
- Frequency Synthesised Equipment Policy
- Internal Navigation and Stabilisation Policy
- Mobile Telephones at Model Flying Fields Policy
- Model Aircraft Sharing Airspace with Hang Gliders & Paragliders
- Radio Certification Policy
- 27 MHz Model Aircraft Policy
- 40MHz Policy

It is hoped that the Manual of Procedures and Policy will be on the M.A.A.A. Web site before June 30<sup>th</sup> 2003. It is hoped that many questions formally sent to the State or Federal Secretaries will be answered by the use of the Manual. This will save everyone a lot of time and make it clear just what the proper process or policy is.

If you think of a procedure or policy that could be amended or added to the Manual please contact your State Secretary with the idea.

### **World Championships**

This year there are teams representing Australia at the following world championships;

F1 Free Flight –

F1A Phil Mitchell (NSW), Vin Morgan (Vic), Nikolay Nickolov (Vic)

F1B Richard Blackam (Vic), Don Blackam (Vic), Terry Bond (NSW)

F1C Roy Summersby (NSW. Team Manager Karen Kinmore

F3A Aerobatics - Alfred Pye (Qld), Steve Coram (WA) & Bill Bloodworth (Vic)

F3B Gliding - Gregg Voak (NSW), Mathew Wood (Qld) & Ross Ginder (Qld)  
Team manager Mike O'Reilly

F3C Helicopters - Robert Miller (NSW), Rick Mailath (Qld) & Mick Warren (Qld)

F3D Pylon Racing - Ranjit Phelan (NSW), Rodney Donohue (NSW), Frank Harrod (Qld) & Noel Davern (Qld). Chris & Kevin Callow (Qld) are attending as the defending World Champions. Team manager David Axon.

We offer them our congratulations at their commitment to the sport in making the Australian team and wish them good luck at the events. Special thanks should go to the Team managers who give freely of their time, as well as a hefty financial commitment, to assist the team members at the event. I am sure all competitors are very appreciative of their commitment.