

MODEL AERONAUTICAL
ASSOCIATION OF AUSTRALIA INC.
Newsletter
NO. 02/2009

President: Mike Close, PO Box 146, West Pennant Hills NSW 2125
Telephone: 02 9872 6469 Fax: 02 9871 0408

Vice President: Paul Winter 25 Jasmine Drive Mill Park VIC 3082
Telephone: 03 9436 0717

Secretary: Kevin Dodd, 16 Illidge Rd Victoria Point QLD 4165
Telephone: 07 3207 9067 Fax: 07 3207 8175

Treasurer: Garry Anderson, PO Box 471 Devonport TAS 7310

Comp. Rules Secretary: Ross Cant, PO Box 670 Mount Lawley WA 6929
Telephone: 08 9227 9131

MAAA Internet: www.maaa.asn.au

The MAAA

In Australia model aviation is covered by the rules of Civil Aviation Safety Authority. Their priority is the interface of models to the general public and to full size aviation. They delegate the specific regulation of models to the Model Aeronautical Association of Australia (the MAAA). The MAAA is an important member of the Australian Sports Aviation Confederation (ASAC). As the Australian peak body, this represents all Air Sports to the Federal Government and other national agencies. Other members of ASAC include the national bodies for Parachuting, Gliding, Hang Gliding, Ballooning and Aerobatics. To illustrate the standing of the MAAA in society, as an Affiliate of the FAI through the International Aeromodelling Commission (CIAM) in Geneva, it is bound by the Drugs in Sport Policy of the International Olympic Committee as accepted by the FAI. The MAAA drugs policy is subject to international review by WADA and specifically within Australia by the Federal Government Australian Sports Anti-Doping Authority, ASADA. The MAAA has over 10,000 members across the country. From these ranks members are selected for the Australian international teams that compete in 18 different World Championship classes as well as those for Asia-Oceanic and Trans Tasman regional events. Since 2001 Australia has always had at least one World Champion in either an individual or a team event and for most of this time two of them.

CIAM Education Scholarship

At the 2009 CIAM meeting the Education subcommittee was requested to recommend a selection process for the new CIAM Education Scholarship. With significant input from Australia and America, a procedure was structured. With its subsequent ratification by the Plenary meeting, this scholarship is now in place and Australia is invited to join the seven member Scholarship Selection Group which will assess applications from each member country. This invitation was accepted.

This scholarship of €2000 is to be awarded to young aeromodellers on the recommendation of the Selection Group at the March CIAM Plenary Meeting. The funds will be administered by the successful applicant's governing body to assist with their tertiary education, be it school fees or books. Full details will be available on the FAI and MAAA websites. Nominations are invited immediately and young eligible MAAA members are encouraged to apply on the approved form which will be available from the Federal Secretary. Each country is allowed to nominate one candidate per year.

Heavy Model & Gas Turbine Inspectors. MAAA Wings applications.

During the past months numerous applications for Heavy Model and Gas Turbine Inspector status have been received from individual members. Could all intending Inspectors please ensure that their applications are processed through their State Association for recommendation to MAAA.

Applications for MAAA Wings are also being sent direct to the MAAA Secretary Office despite the forms clearly indicating that they should be forwarded to the relevant State Secretary for processing. Your attention to these matters is appreciated.

2009 Rules and Council Conference

This year's Rules and Council Conference will be held in Perth WA from the evening of the 22 May to 24 May 2009. Agendas for this Conference have been finalised and distributed to all Delegates attending.

From Recent Incident Reports

The main objective of Incident Reports and Incident Investigation reports is to highlight areas and trends within our sport so that others can benefit from them in their own operation of model aircraft. While the greater majority of modellers who operate with model engines are aware of the risk when removing 'glow drivers' there remains a steady trend of injuries with this action. To complicate this, reports have been received of similar injuries when carrying out the same function from engines mounted on pods. Modellers are urged to be alert to these risks especially when removing 'glow drivers' from unconventional positions on some models.

In another incident the pilot accidentally pushed full throttle while the model was restrained. The model tipped forward in the restraint and the natural instinct was to put his hand out to stop the model from tipping, the pilot suffered injuries. As part of the 'close out' from this incident the club indicated that modifications to the restraint had been made. The MAAA Executive were very interested in this and asked for details of this modification. The modification was made to the restraint commonly seen at model clubs these days where it is placed in front of the wings especially for larger models. A rubber strap was positioned between the two restrainers which would allow the lower fuselage of the model to rest on the strap in line with the leading edge of the wings thus resisting the tendency to allow the tail to rise and trip forward if power was accidentally applied.

Hazardous Operations

Recently the MAAA Executive have been made aware of model operations which were indicated to be mindless, hazardous and likely to undo the efforts of those responsible members who seek to promote safe operation of a model aircraft. One reported operation allegedly took place on a public road and at night, following a very successful helicopter event held in the ACT. MAAA does not and cannot condone actions and operations of this nature, nor support any member associated with these actions. In addition from the information received, it is likely that at least two provisions of Part 101 were not complied with making prosecution possible.

Drugs in Sport – Get a TUE

As a result of the 2009 CIAM Plenary Meeting it is important that the following points are brought to the attention of all members who are or will form part of an Australian team.

The first major agenda item relevant to all countries was to do with drugs in sport. A representative from FAI was present and he advised the meeting that while aeromodelling was low on the radar regarding drug testing, it was still there and competitors could expect to have testing carried out during at least one World Championship event in 2009 and thereafter. FAI also indicated that they will be setting up an 'Out of Competition Testing Pool' in accordance with World Anti-Doping requirements. There were further points raised to do with Drugs in Sport however the following will have immediate impact on teams from this year.

All competitors in World Championships and OCC events from 2009 including official helpers, Team Managers and assistants where permitted, with a documented medical condition requiring the use of what may be a Prohibited Substance or a Prohibited Method must, before the event concerned, have obtained a Therapeutic Use Exemption (TUE) in accordance with FAI Anti-Doping rules. This exemption comes directly from FAI following submission of the Therapeutic Use Exemption form by the competitor. In addition, for reasons arising during or immediately before the event, a competitor taking any drug or medication, or suffering from a medical condition, illness or injury, which might either compromise safety or invalidate a licence, must inform the Contest Director in writing before competing. Failure to do this will bring about disqualification.

Full details can be found on the FAI web site at www.fai.org/antidoping/programme
The prohibited substance list is extensive, and since medications can have many different names, it is important that team members consult their doctor for assistance with the TUE form.

Therapeutic Use Exemption forms are available from the MAAA Secretary as well as the FAI web site at www.fai.org/antidoping/programme

2010 F2 World Championships Team Trials

Team trial details for the F2 World Championships to be held in Hungary 2010:
Western Australia State Championships: F2B on 9 May 2009.

Queensland State Championships: To be held the Qld Labour Day weekend, 2-4 May.
New South Wales State Championships: F2B and F2D. 6-8 June 2009. Venue to be confirmed. F2A and F2C, 3-5 October at Albury.
63rd MAAA Nationals: (VMAA) F2A, F2B, F2C, F2D, 28 Dec 2009 to 4 Jan 2010.

2010 F3J World Championship Team Trials

Team Trials for the 2010 F3J World Championship to be held in France have been approved. The League of Silent Flight will hold the selection trials at the 2009 Jerilderie Tournament (Jerilderie on 6-8 June 2009)

2009 R/C Scale Trans Tasman

Team trials for this event were held as part of the 62nd National Scale event at Cootamundra in April 2009.
The Trans Tasman Scale event will be held at Monarto SA between October/November 2009.

World / Continental Championships and Trans Tasman Events Calendar

2009	
EVENT	Awarded to
F4A FF Scale	Trans Tasman - Patetonga, Sth of Auckland 4-5 April
R/C Scale	Trans Tasman – Monarto SA October/November
F1A, F1B, F1C	Croatia. Bjelopolje Dates: July 19 to July 26
F3A	Portugal Dates: August 21 – 29 2009
F3B	Czech Republic Dates: August 2 – 9 2009
F3C	USA – Muncie Dates: August 2 – 11 2009
F3D	Germany Dates: July 20 – 26 2009
2010	
EVENT	Awarded to
F1 A,B & C	Trans Tasman
F2A, F2B, F2C, F2D	Hungary - July
F3J	France Dates: August 14 – 22 2010
F4C	Poland
F5B, F5D	USA
Space Models	Serbia
F3A Asia-Oceanic	Offers Invited
F3C Asia-Oceanic	China –(Tentative)
2011	
EVENT	Awarded to
F1 A,B & C	Argentina- Late April early May (dates to be confirmed)
F3A	USA – Late July early August (dates to be confirmed)
F3B	China
F3C	Italy- Dates: 18 – 28 August
F3D	Australia – Dates: 12-14 August
F3K	Sweden – Dates: 4-10 July