



VOLUME 7 ISSUE 11

# TORQUE BACK

MARCH/APRIL 2007

Editor: Garth Wilmot phone.62431790

Email : garthwilmot@internode.on.net

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## Non members.

Any person requested to do any form of training must first ascertain the membership status of the trainee.

If this person is not a fully paid up member the instructor must ensure that the visitors' book is signed before any flying is attempted.

This is most important to ensure that both parties have insurance cover!

## President's Report.

*At the time of the last annual general meeting, when nominations were called for committee positions, there was a great deal of disinterest from the membership in general.*

*Some members were coerced to accept positions that they did not want or need and perhaps, were not suited to.*

*As no victim could be found to accept the position of president, I stepped in and accepted, in addition to my other jobs as newsletter editor and membership registrar. (I am also president of the TMAA)*

*An attempt was made to bring the constitution into the twenty-first century and also make committee positions less definitive and more flexible, however frustrating objections from a couple of members put this on hold.*

*I still consider that the constitution wants updating as a matter of some priority, however I am not prepared to go through the hassle again and will leave it to next year's committee.*

*As an example I can see little point in having the position of contest director when we don't hold contests. If we decide to hold a contest at some time we*

*can always appoint a contest director for the event.*

*Around the time of the next AGM I will be 75 years old and consider it reasonable to expect some of the younger members to fill at least some of my current responsibilities.*

*I first became involved with aeromodelling administration as treasurer of the TMAA at the time of the 1958 nationals held at Campbelltown. Apart from a couple of years' sabbatical while building a new house, I have served HMAAC in some administrative capacity since inception and the club is over forty years old. I think I deserve a break.*

*I am definitely not prepared to fill the position of president again and I would ask members to consider acting on the committee in the coming year. I have been the lynch-pin for far too long.*

*We are members of a fine club with first class facilities, however it does not run itself.*

*It is up to the membership as a whole to ensure that this continues.*

*Over to you!*

## Around the hangar.

*I know that we all do silly things at times—I have left a transmitter at home and even a wing, but I have never taken a fuselage for a low wing sport model together with a very distinctive trainer wing. One of our members managed this recently and while I won't name him he was responsible for the club finances.*

*The club welcomes David Christian as a new member. David and I built and flew control-line models together in the late forties . David is mainly interested in sailplanes at this time, but is showing some interest in electric power.*

*Don Sutton has had a bit of bad luck lately, managing to write off two models in two days. Unfortunately one was a brand new Phoenix Tiger 3 which flew brilliantly. The Tiger 3 is a very good sport model and ideal as a transition model when progressing from a trainer — good value too! Don has since purchased another one.*

*Mike Hawkins has turned back the clock and made use of the newly mown control line circle. He has had a few flights with a small diesel powered model and managed to stay upright and apparently not too badly affected by giddiness (not from the flying anyway). I did hear that at least one other member has a control liner underway.*

*Thanks are due to Bob McAllister and Peter Hubbard who have managed to effect improvements to our sprinkler system. Improved water flow has enabled the system to effectively water the majority of the strip. It is nice to see some green out there. (We are getting there Mark!)*

*Thanks also to Peter Ralph who helps the editor with good quality photos for the newsletter. Similarly Ian Searle supplies both photos and articles*

*from time to time.*

*It is pleasing to see Rick and Gaynor Stillman flying regularly again. I noticed Gaynor getting quite a lot of flying recently and she did attain bronze wings during her previous time in Tasmania.*

*Ken Jones appeared with a new Tiger 3 which is his first new model for some time. Ken is rapt with the model which is ideal for his type of flying.*

*Peter Ederle continues to bring out new models and seems to have an inexhaustible supply. His Nieuport 9-1/2 is interesting , being renamed from 11 after the lower wing was removed after crash damage.*

*Some people are very lucky! Who was the scale modeller who received an OS 120 Surpass for Christmas? It was certainly better than receiving a tie or underclothes.*

*There are still many of our members who are still boys at heart. A shipment of twelve little indoor Whirlybird helicopters sold out in less than a week.*

*Erwin Boot has had serious health problems of late with five hospital sojourns during December/January. He appears to be on the mend and we are pleased to see him back at the field.*

*It is apparent that some of our more senior members have less than perfect eyesight. Some adjustment would appear necessary to cope with this problem. For a start regular eye tests should be undertaken, with models finished in bright colours and flying well within the bounds of the field. Observance of these suggestions may help to alleviate the problem. (to page 4.)*

**LETTERS TO THE EDITOR.**

*Garth - I would like to acknowledge via the newsletter those stalwart members who helped get me into the air solo.*

*To all club pilots.*

*Be advised - Some good news. Peter Ralph has decided, not being able to find reference to wings made of lead, I will now have to be issued with bronze wings. There is also some bad news - I'll now be stalking the circuit alone and unsupervised.*

*When I fly (to use the word loosely), I'm reliably informed you should be safe if 10Km separation is maintained. Pets and delicate children should remain in the clubhouse.*

*I owe a big debt of gratitude to various long suffering instructors who attempted to marshal my few remaining brain cells into coherent action;*

*Geoff with calm goodwill until a neck muscle cried "enough", a result I fear of staring up into the sky in astonishment at my antics in what must have appeared to be a deliberate attempt to crash in record time. Danny for his skill and youthful acceptance of this BOOF. Peter, who took over from an exhausted Geoff and with a dedication more commonly associated*

*with a politician trying to claim travel allowance stuck it out, determined to overcome this bizarre challenge to his ability.*

*I knew I was making progress when he finally became so bored that in failing to hold the buddy box switch engaged he thought the models flight gyrations were an improvement in my flying.*

*Others helped of course, Jack who has the ability to do a circuit in less than the models wingspan and Gavin who was unashamedly bribed into helping on the buddy box in return for my dubious help holding the fire extinguisher when starting his jets.*

*Oh yes and Garth, who, in his usual diplomatic way gave me the Barnstormer when he ran out of replacement models, with the words "It flies itself". He lied! (picture page 6.)*

*Gentlemen all, and a privilege to have trained with them.*

*Now - I gotta learn some aerobatics- Hey? - Where's everyone gone?*

*Nils Powell.*

*After some deliberation the committee has decided not to have a club display at the forthcoming Model makers & Collectors Expo.*

*Previous participation has not been an entirely satisfactory experience and the club members who regularly manned the stand have had enough.*

*Members are more than welcome to contribute articles and/or photos for this publication.*

*Similarly articles for sale or wanted to buy can be advertised herein.*

*The editor is often scratching for content and sometime finds it difficult to fill these pages.*

**HMAC SHIRTS.**

*There is still a limited quantity of HMAC polo shirts in stock.*

*A mere \$31.50 will obtain one for you and the stock is held by your editor.*

*Show a bit of pride in your club and buy a shirt.*

*It will be some time before further stocks are ordered.*

For sale—CMPRO Giles 202 72”

4.



FOR SALE best offer over \$50

GMS 40 Motor

Fuel tank

Mechanical fuel pump

Sigma battery Glow plug starter and charger

Trevor Spargo ph 62720159

As new condition with only 3 trimming flights.

- Model only - \$375
- Model + 6 hi-torque servos - \$600
- Model + OS160FX motor - \$600
- Model + servos + motor (no Rx) - \$800
- No Rx, prop or spinner

Call Greg 03 6343 1753

For Sale.

VMAR Cessna Bird Dog—complete with 4 servos and upgraded brushless outrunner motor, 1200KV 12 turn 14 pole—suitable for 3S 2000 amp lipo. \$100

.Stuart Smith phone 62477423

*Around the hangar (continued).*

Saturday 4th February saw the first use of the new revolutionary Spektrum DX7 2.4 Ghz radio system in the hands of Keith Drew. New member John Lewis also had one of these new radios. These units are already proving popular with at least six being in the hands of members at this time. An editorial in Model Airplane News described this new development “ the most exciting since the introduction of proportional radio”. For further details go to the Spektrum web-site.

It has been reported that Peter Ederle suffered a horrendous crash with his Rare Bear. It seems that the tailplane failed and I believe this is a well known problem with this particular model.

As disclosed elsewhere in this newsletter, Nils Powell has, at last, achieved bronze wings. It has been a bit of a battle, but persistence paid off. Well done Nils!

Anton Rosenzweig has also achieved bronze wings in rapid time. Anton passed his test on a rather blustery day using his Hangar 9 Mustang trainer. Yes it is a suitable trainer in the right hands!

We would like to welcome a further three new members, Max Keating, Chris Rowe and John Lewis. I am sure that they will receive every assistance needed.

The decision not to have an official HMA display at the expo does not preclude members from participating in their own right..

We recently lost three trainers in one day. The club trainer went in without the cause being determined. A second newcomer's model crashed due to slow hand over of the transmitter and a third due to a construction failure. Lessons to be learned is that a buddy box cord is the best training system and, when buying second hand models, you don't necessarily know the capabilities of the builder.

On Saturday 17th February we had a visit from associate member Chris Henry (he prefers to be called Henry) who only appears infrequently at this time.

(continued page 6.)

*Sportsman Aviation Corby Starlet was \$300 now \$250*

*CAP 232 EP ARF—suit 380-450 brushless motor—was \$135 now \$100*

*GWS Tiger Moth 400 with power system—was \$140—now \$100*

*Fibre glass floats in 40 & 60 sizes—beautifully made—\$110*

*Phoenix Future 3D— was \$180—now \$150*

*Hitec Flash 5X—complete with nicads and charger \$245*

*Twister Medivac Bell helicopter c/w radio, battery and charger—\$180*

*CMPRO Cessna 182—beautiful f/g fuselage—bargain price—\$200*

*Multiplex Easy Glider electric—was \$150—now \$135*

*Miss Dragon—Suit 61-90 t/s or 90-120 4/s was \$265—now \$235*

*Wattage Thermalaire Electric Sailplane—was \$180 -now \$125*

*Other Models.*

*Seagull Harmon Rocket—really smart low wing scale—\$225*

*Phoenix Tiger 3—Great low wing sports model—\$125*

*Hangar 9 Funtana 50X—Fabulous 3D machine—\$250*

*Hangar 9 Pulse XP40—Suit glow or electric, very smart— \$225*

*Eflite Funtana—electric powered 3D version—\$165*

*Eflite Mini Ultra Stick—really nice aerobatic electric—\$150*

*Eflite Piper Cub— very good 25 size electric scale—\$195*

*Phoenix Magic—3d electric—\$120*

*Phoenix Yak—fine electric semi-scale—\$135*

*Seagull Xray—another great 3D electric—\$135*

*Eflite Brio 10—first class electric aerobatic model—\$175*

*Phone 62431790,*

*email [garthwilmot@internode.on.net](mailto:garthwilmot@internode.on.net)*

## Safety first..

*In the interest of safety a mobile phone has been installed in the equipment shed located in a small cupboard by the small entrance door. This phone is to be used only in an emergency such as injury requiring medical attention or ambulance.*

## Many thanks.

*Unfortunately we discovered a problem with the hydraulic system on the Toro mower. It appeared that a shoddy repair job had been done at some previous time and the cooling radiator sprang a nasty leak.*

*There was doom and gloom all round as a fairly hefty repair bill appeared in the offing.*

*Thanks to the efforts of Peter Hubbard and Ken Jones the problem was overcome. Peter obtained a workshop manual from the importers and Australian distributors and Ken obtained the co-operation of the principal of the firm selling the unit to us.*

*It looked as if an axle assembly would have to be removed to get at the radiator, however the correct tools were loaned to us and this step was not necessary.*

*Ken, with assistance from Geoff Leverton, removed the radiator (still a difficult procedure) and managed to find someone to repair the same.*

*These two stalwarts then replaced the unit and did the necessary further maintenance.*

*The total repair bill was very reasonable and we saved hundreds of dollars. Thank you to everybody involved and, if I have missed anybody, I am very sorry.*

*This is a good example of great club spirit.*

6



*The Barnstormer helped Nils get bronze wings.*

## Around the hangar (from page 5.)

*Henry showed that he was a capable pilot flying his 3D Jam and Raptor helicopter. Contrary to popular belief, we do welcome helicopter pilots, provided they abide by club guidelines. Hovering practice and instruction must be carried out on which ever strip is not being used on the day and circuit flying must be carried out in the same manner as fixed wing aircraft. Alternatively the control -line circle could possibly be used for training.*

## Treasurer required.

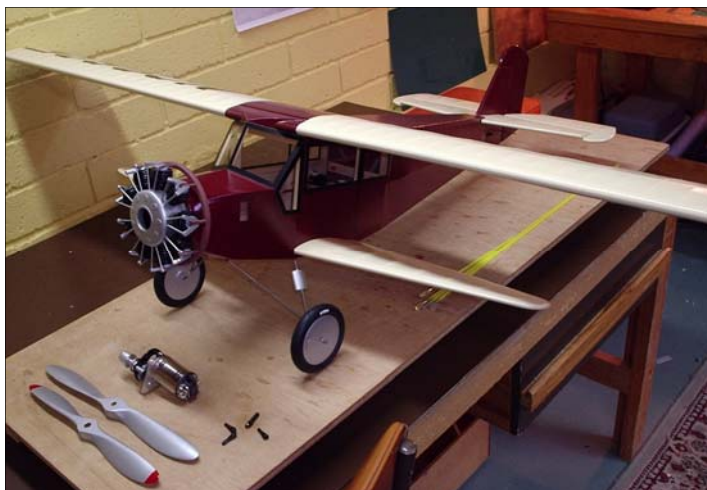
*As our elected treasurer has tendered his resignation and returned the records to the president, we urgently need a volunteer to take on the role.*

*In the interim Jan and I will take over and try to ensure that a financial statement can be prepared.*

*This can only be a temporary measure and we cannot take on this responsibility indefinitely.*

*We are willing workers but there is a limit to what we can take on. We would like some life of our own.*

*A capable volunteer would be welcomed with open arms!*



**Member project by Mike Hawkins.**

*The 'Sport Air Sedan' was manufactured by the 'Buhl Aircraft Co' in 1928 as a three seat executive or sportsman's personal transport. It was designed at the time when biplanes were the "norm" but monoplanes were the way of the future, however there was a reluctance to do away with the bottom wing completely (the fear of the unknown), so the "sesquiplane" was born. Seven of these aircraft were made powered by a 'Wright Cyclone' nine cylinder radial and one later converted to a 'Packard' nine cylinder diesel radial. Unfortunately the stock exchange crash of the 1930's ended it all for both the 'Buhl Aircraft Co' and the 'Packard Motor Company's venture into aircraft engines.*

*I have a plan of the 'Sport Air Sedan' from a 1962 Aeromodeler for a 26 inch rubber powered model, this was taken to Xerox and a 56 inch enlargement made which formed the basis for the model. The construction is entirely traditional; (balsa, ply, tissue & dope) the dummy radial is made from cardboard tubes, 1/64 inch ply & cocktail sticks, and the wheels are from ply/balsa for the hubs and 3/4 inch refrigeration door seal for the tyres. Power is a 600 size brush motor on a 2.8:1 gearbox and 8 NiCad's driving a 12x6 wooden prop and control is on four channels.*

*If anyone is interested on more information of either the full size aircraft or the model please ask me. (Wouldn't it be nice to have a tidy workshop like that!)*

**M.A.A.A. Code of ethics.**

*Those members and others on our email newsletter list have unfortunately been subjected to details of a private dispute between members. Members are reminded that, in accepting club, state and national affiliation, they are bound to accept the M.A.A.A. code of ethics.*

*The public airing of this dispute, regardless of the rights and wrongs of the matter, should remain in house in accordance with the code, which is available on the M.A.A.A. website as part of the manual of procedures.*

*It is totally unacceptable that the newsletter mailing list was used to air the grievances as this publication goes to a number of non-members both within the state and inter-state.*

*I trust that this is the end of the matter and that there will be no further unpleasantness. Apologies all round?*



## User Review of Pulse XT40 by Hangar 9

8.

*I purchased this little ARF from Garth a while back and threw it together in a couple of evenings, literally.*

*It's very easy to put together and nothing really needs a lot of grey matter to figure out or fiddle with, it just bolts together in no time.*

*In fact the only thing that was time consuming was cutting the cowl out as I decided to go for a non standard mount of my OS46 AX but more on that later.*

*The Pulse is aimed at people progressing from a trainer and is an ideal 2<sup>nd</sup> plane, or in my case 4<sup>th</sup> or 5<sup>th</sup>.*

*I've lost one plane due to interference, the very nice Bolero with a glass fuse, my Twister from Modeltech was a pile of junk before it had a decent engine and soon fell apart when it got a power plant big enough to allow it to hover, possibly a bit of an overkill, but it was a very average model and needed some reinforcement of very low quality balsa before I was comfortable to fly it.*

*Another Seagull Giles of some description fell apart on a heavy landing so no more cheap impersonations for me I'm afraid (although Seagull seem to have improved their product according to Garth)*

*The Hangar 9 Pulse was a breath of fresh air, it's well built, the under cart is well designed and manufactured from heavy duty high grade alloy and the wheels, axles and spats all bolt on very easily with a bit of drilling and are very sturdy, no sign of loosening after 20 or so flights.*

*I won't go into the whole build as it's boring to read.*

*Basically, bolt on, yes bolt on the tail, it's fitted with metal threads and nyloc nuts and there is no need to glue.*

*Fit the cyano hinges and glue them in, drill and mount the control horns, mount your engine, upright if you follow the manual, I didn't and opted for the Upside Down Miss Jane approach.*

*The engine is then well hidden inside the cowl and the model looks much better, and yes Garth it is easy to start, I have no dramas with it like this and it makes it a smoother looking fuselage, the motor standing up looks a bit ordinary.*

*It's just a matter of popping out the captured nuts (not a marital term) and redrilling the firewall 10mm higher than original and turning the mount around, 20 minutes work.*

*You can also opt for electric and it is covered well in the manual, which by the way is very good, no need to use the help line!*

*I won't go into the electric version as I didn't go down that path, if it's not burning fuel and making smoke it doesn't seem like a real plane.*

*Once the engine is in the rest is clear sailing, cut the cowl out carefully and mount the tank in the fuse behind the engine of choice and snap the magnetic cover into place that retains the tank or bat-*





tery, whichever power plant you choose.

Install the servos with all the hardware provided to move the control surfaces, set your travels and bolt the main wing on.

I needed no weight at all anywhere, I had perfect C of G as built.

Mind you I chose a good quality OS Motor which would have made all the difference, right ?

So down to the field and with a full tank and a couple of priming pumps and due to the choice of engine previously mentioned, one flick and we're away, yes I like OS.

I didn't muck about as I had checked everything 3 times and knew it was ready to fly so full throttle into the wind and within 20-30 feet it was up and climbing at about 60 degrees, heaps of grunt.

Well it flies well, no bad habits, no knife edge either but it's not meant to, it rolls and loops ok but is no pattern ship and it flies around quite smoothly in a light breeze, it's not suited to a windy day by any means but if you know me when I drive half an hour to the field I usually fly regardless of the weather and it will fly in wind, albeit a bit rough and a handful.

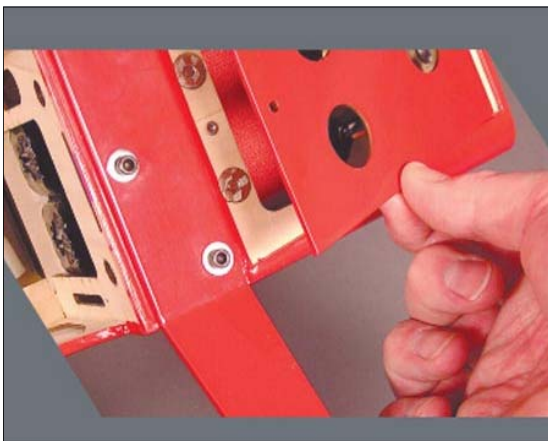
It's quick for a 46 size plane but nothing startling, it does make a difference mounting the engine upside down and I have flown one with the motor upright for comparison, it seems slightly quicker than the upright mount.

They are also durable, and well built for rough fields.

Overall I would recommend one of these for a second plane, they will land slowly if you really want to and if you almost want to stop in the air the flaperons work well to slow it to a crawl with no tendency to tip stall or fall out of the sky, it might work alright as a kite perhaps, I would even go as far as to say a confident first timer may be able to train on one of these with a buddy lead, I have taught people to fly on an electric stunt plane with a buddy lead so it's do-able.

For a little more than \$200 they are a good buy and if you don't want to build one mine will be up for sale soon so keep an eye out if you want it, not yet but soon.

Wayne Shephard.



We are on the web.

[www.hobartmodelaeroclub.org](http://www.hobartmodelaeroclub.org)

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Just the thing for that large scale model. New OS 50 c.c. beauty. Lovely stuff if you could afford it!



Peter Ederle's Nieuport 9-1/2



Vic Parkinson's SE5A



Peter Ederle's Shoestring racer.



Anton Rosenzweig's Mustang trainer

# Newsletter **no. 2/2007**

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

**Vice President:** Theo Merrifield, 25 Jecks St, Rockingham WA 6168  
Telephone - 089 528 3124

**Secretary:** Ivan Chiselett, 1 Watson Ave, Mont Albert Nth. Vic 3129  
Telephone (03) 9897 1220 Fax (03) 9897 1445  
e-mail; secretary@maaa.asn.au

**Treasurer** Gary Anderson, PO Box 471 Devonport Tas. 7310

**Competition Rules Secretary.** Fred Adler 18 Ivory St. Noranda WA. 6062  
e-mail; maaatechsec@touch88.com.au

**M.A.A.A. Internet:** <http://www.maaa.asn.au>

## MANUAL OF PROCEDURES

The Manual of Procedures is a "live" document and is continually being updated. Please check the M.A.A.A. web site from time to time to ensure that you are aware of the latest editions of the documents.

Please be aware that the M.A.A.A. has just released a policy, MOP063, Operation of Pulse Jets. This is now on the M.A.A.A. web site in the Manual of Procedures section.

## Giant Models

The M.A.A.A. has introduced a new class of Large model. At present a heavy Model is one with a mass between 7 and 25Kgs. The new Giant class is a model with a mass of 25 to 50Kgs. All masses are without fuel but including all batteries.

To allow the introduction of the Giant Models the Manual of Procedures has been updated to allow their introduction. Document MOP015 has been renamed Large Model Aircraft Operation Procedure. It was formally known as the Heavy Model Aircraft Operation Procedure. The revised MOP015 now contains all of the information required for both Heavy Models, 7 to 25Kgs, and Giant Models, 25Kgs to 50Kgs.

To cater for the inspection of the new Giant class of model a Giant Model Inspector rating has also been created. The requirements for this position and how to apply is set down in the Manual of Procedures document MOP006. As can be appreciate, applicants for Giant Model Inspector positions will be required to have extensive experience in building and flying Large model aircraft.

If you are considering building a Giant Model aircraft make sure you read all the documents before starting any construction as there are pre-construction requirements in which a Giant Model Inspector is required to be involved. If you do not follow the procedures set down in the Manual of Procedures you will not get a permit to fly your model.

In short, if you are considering going down the Giant model path, do your homework by reading the Manual of Procedures before you start to ensure you know what is required.

## The 60<sup>th</sup> Nationals

The 60th Nationals were run in the Albury Wodonga over the period from late December to early January 2007. The championships were very well attended and I am sure everyone enjoyed themselves.

The results are on the M.A.A.A. web site.

The 61<sup>st</sup> Nationals will be held in Perth over the period December 29 2007 to January 4<sup>th</sup> 2008. Why not start making plans to attend, Perth is a nice place to visit and there are some very cheap airfares about.

## **Team Trials for the 2008 World Control Line Championships**

Due to the 61st Nationals being held in Perth over the December 2007/January 2008 period the M.A.A.A. Executive have directed that as these Nationals will be completed at least 6 months prior to the World Championships that they be included in the multi team trials for places in the 2008 team.

Therefore those vying for a place in the team for the 2008 Control Line World Championships are hereby advised that the 61<sup>st</sup> National Championships to be held in Perth over the period December 29<sup>th</sup> 2007 to January 4<sup>th</sup> 2008 are included as a leg in the multi team trials.

## **Team Trials**

All M.A.A.A. Affiliate members are eligible to represent Australia at World and Continental Championships. Team trials for places in the teams are conducted by the relevant National Special Interest Groups (NSIG) or M.A.A.A. Technical Subcommittee within the M.A.A.A. If you are interested you should make contact with the relevant NSIG for further information or contact your State Association Secretary for contact details of the SIG. The M.A.A.A. web site has links to NSIG's.

## **Structure of M.A.A.A.**

The M.A.A.A. is the peak body for model aviation in Australia and is recognised as an Approved Aviation Administration Organization. The members of the M.A.A.A. are the State Associations. In most State Associations the Clubs are their members. The Club Members are therefore Affiliate Members of the M.A.A.A. and in most states are also Affiliate Members of the State Association.

The M.A.A.A. Council is effectively the Board of Directors of the M.A.A.A. This is made up of representatives of each State and Territory in Australia. As such, each state has three votes at Council meetings. All but NSW is represented by one State Association. NSW has three, one for each discipline, ie free flight, control line and radio control. Even though there are three associations in NSW that state is still only entitled to three votes at Council meetings.

The M.A.A.A. Council generally has one face-to-face meeting per year. At this meeting, call the Council Conference, general business is transacted such as accepting reports, appointment of sub committees etc. Policy for the next year is also set and positions on the M.A.A.A. Executive elected. The M.A.A.A. Council does, if business requires, have tele-conferences during the year.

An elected Executive administers the M.A.A.A. on a day-to-day basis. The Executive consists of a President, Vice President, Secretary, Treasurer and Competition Rules Secretary. All positions are elected for three-year terms by the M.A.A.A. Council. The Secretary's position is full time and a salary is paid. He works from his home office. The Treasurer is a part time position and an honorarium is paid. Positions are elected in rotation to assist in continuity of experience The Secretary is due for election in 2007. In 2008 the positions of Treasurer and Vice President are due for election. In 2009 the President and Technical Secretary are due for election.

Any financial Affiliate Member of the M.A.A.A. can nominate for the M.A.A.A. Executive positions. Nominations for the positions are called for in this Newsletter at the appropriate time.

The M.A.A.A. has established many Technical Sub-committees. Most facets and disciplines of our sport have a sub-committee. These are generally made up of a representative from each State Association. There are currently eighteen subcommittees. Some of these being, Flight Training, Heavy Models, Control Line, Old Timer Gas Turbines, Helicopter etc. Each sub-committee has a Chairman who is elected by the Council.

The relevant M.A.A.A. Sub-committees are responsible for the administration of rules that govern their activities and to provide advice to the Council and Executive. The sub-committees propose rules or changes. These are considered by the M.A.A.A. Council who then vote on their acceptance. The M.A.A.A. Secretary also uses the sub-committee chairmen for assistance in dealing with matters applicable to that facet of the sport. In general terms it could be considered that the sub committees are the "technical experts" in their field of expertise.

Whilst some may think that it is the M.A.A.A. Council and/or the M.A.A.A. Executive that makes up the competition rules, in reality it is the Technical Sub-committees that actually draft the rules and the M.A.A.A. Council formally passes them.

The members of the sub-committees are normally nominated to the State Associations by the State Special Interest Groups. Generally each State Association has a recognised Special Interest Group for the various disciplines, such as aerobatics, scale, helicopter etc. There are also non-flight related sub committees such as education, frequency and historic.

Hopefully the above has given a bit of an insight into how the M.A.A.A. works. Naturally it is not perfect but in general terms the association functions very well with a relative low overhead cost.

## **Setting of Fees for 2007/08**

The M.A.A.A. fees for the 2007/08 financial year will be set by the M.A.A.A. Council at their meeting to be held on the last weekend in May. Your State Association will be advised immediately the fees are set. State Association will advise their clubs as soon as possible after this date. Club Secretaries should contact their State Secretary if they have not been advised of the fees by June 6<sup>th</sup> in order to give them time to get the fee structure out to their members in time to collect the fees prior to the start of the membership year July 1<sup>st</sup> 2007.

### CHANGE OF ADDRESSES

WOULD MEMBERS WHO CHANGE THEIR ADDRESS PLEASE ADVISE THEIR RELEVANT STATE ASSOCIATION AND NOT THE M.A.A.A. SECRETARY. IT IS THE STATE ASSOCIATION THAT SEND STATE NEWSLETTERS ETC TO EACH MEMBER AND SO THEY ARE THE ONES THAT REQUIRE THE CORRECT MEMBER'S ADDRESS.

### M.A.A.A. Badges and Decals for Sale

The M.A.A.A. Secretary has a selection of badges and decals for sale.

M.A.A.A.

Metal Badge 25 X 25mm	\$3-00
Cloth patch 70mm diameter	\$2-00
Decal Sheet 130 X 240mm (2 large & 2 small stickers)	\$3-50
Replacement Gold Wings	\$6-00
Cloth Gold Wings	\$2-50
Replacement Bronze Wings	\$6-00

There is also a VERY limited stock of FAI cloth patch and decals. These are of the old FAI logo. The FAI has recently updated their logo.

FAI Cloth patch 80mm diameter	\$3-00
FAI Decal 100mm diameter	\$2-00

To obtain any of the above, please send a cheque or Money Order for the total amount of your order plus \$1-00 for postage to the M.A.A.A. Secretary.

Note; Due to the very limited stock of the FAI badges, please e-mail the Secretary to reserve your selection of these.