



# SAMAA webinar bulletin #2

The South African Model Aircraft Association. CAA ARO #10  
Office 40 & 41, First floor, Meerhof Building, Meerzicht Office Park, 33 Kelly Road, Jet Park. PO Box 7116, Bonaero Park 1622  
Telephone 010-854-8343 e-mail admin@samaa.org.za www.samaa.org.za and www.samaa.co.za:89

## To SAMAA club chairmen

18 July 2022

Dear all

Our grateful thanks for those club chairmen and representatives who tuned in on 13 July to the SAMAA webinar on ARO and insurance matters. We know it was instructive and informative, and we hope that more members will tune in to better understand the intricate workings of the SAMAA as an ARO (Aviation Recreation Organisation). The session was presented by Alec Groenewald, the SAMAA's vice-chairman and compliance officer.

The following attendees registered and participated in the 13th July webinar:

David Hickson – Stofpad RF, Plett  
Henry Honiball – Ladysmith RC Club  
Roland Fisher – Cato Manor MFC  
Trevor Wolfaard – Newcastle MAC  
Maurice van Egmond – St Blaize  
Peter Carlisle – Durban Deep RF  
Tony Stockwell – Pretoria RF  
Ian Becke – Durban MAC  
Jaco Henn – SAMAA  
Johan Janssonius – Ficksburg Flyboys  
Juanita Smith – SAMAA  
Pravesh Beepan – White Hills RF  
Simon Pfothenhauer – Atlantic FC  
Warren McKenzie – Durban MAC  
Johan van Greunen – Ficksburg  
Bob Skinner – SAMAA

Eike Richter – Shongweni MFC  
Martin Venter – Irene RF  
Sarel Venter – Lowveld MAC  
Andries du Plooy – Bloem Radio Aero Team  
Johan Hefer – Umbila  
Marc Wolfe – Cape RF  
Chris de Lange – Irene RF  
Mike Lloyd – Cape RF  
James Roney – Modderfontein MAC  
James Brown – Ficksburg Flyboys  
Nicky Vlok – White Hills RF  
Johan Hefer – Umbila RF, Springs  
Steve Filby – Cliffview Ins Brokers  
Mike Vermaak – Capricorn RMVK Polokwane  
Alec Groenewald – SAMAA

Bob Lloyd – Henley MAFE  
James Daubermann – Border RF  
Doug Ross – Fish Hoek Electric RF  
Christo le Roux – Two Oceans Slope Soarers  
André (Kotze/Leusch/Wentzel)?  
Shaun Ruth – Port Elizabeth RF  
Danie Potgieter – SAMAA  
George Enslin – Aero Aces Nigel  
Johan de Lange – Maritzburg MAC  
Juan Fourie – Tygerberg MFC  
Peter Eagle – Johannesburg MAC  
Rolf Bartels – Ballito RCC  
Tony Lndequ – Fish Hoek ERF  
Yvette Steyn-Churchman – FlyFPV  
Linda Dold – SAMAA

## Welcome

Alec welcomed Steve Filby (Cliffview Insurance Brokers), Danie Potgieter, Burt Botha, club chairman, representatives, and other attendees. This webinar is augmented with a few slides, to further explain the ARO MOP, insurance, and Risk Assessments.

## Objective

The objective of the webinars is to transfer information and knowledge to our clubs, and to align the clubs with the ARO, the MOPS, the policies, and procedures. This will promote better communication to be able to understand the growth and changes in direction of the SAMAA. The SACAA's concept of AROs is lasting.

## Introduction

During the webinar we shall avoid disrespectful conduct, and not level any personal attacks. Any debates will be conducted off-line with answers provided in the following weeks' webinar. Alec allowed a few minutes for the attendees to introduce themselves. The webinars are recorded, and the bulletins are sent to all club chairmen. The slide presentations are also available for those interested.



As explained in the previous webinar bulletin, the SACAA Regulations were amended in November 2021 to allow for the application and approval of Aviation Recreation Organisations. This is Part 149 of the Regulations and was always available to other air sports, but not to aeromodelling.

### **SAMAA ARO Manual of Procedure**

We take up the webinar from last week, with page 22 of the MOP, and the first slide shows the SACAA's ARO requirements, and the applicability: to administer model aircraft operations through established policies, procedures, and an approved MOP in terms of Part 149 of the SA-CARs 2011, as amended.

The scope of approval by the SACAA is to promote recreational RC flying in South Africa; to provide governance and oversight over clubs; proficiencies; insurance; quality control; and compliance. The types of activities include fixed-wing, rotary wing, quad copters, parachutes, jets, large scale, and gliders. Control line and indoor activities are exempt from the CARs but not from the SAMAA mop and rules.

### **Technical and Regulatory data**

Part 149.02.14 requires the SAMAA to keep copies of all relevant equipment manuals, technical bulletins, and instructions. These are ordinarily not kept at club level, but in the SAMAA office and on the SAMAA website (construction nearly complete and available soon). The SAMAA's policies and procedures on safe flying are always updated and communicated to clubs that it is available for viewing and download from the website.

The SAMAA retains all copies of all legislation, CARS, CATS, and Aeronautical Information Publications, and these are of course available on the Lexis Nexis online bookstore site. As an ARO, the SAMAA has procedures to control and amend the above documents, and to ensure that all documents are current, and reviewed and authorised before issuing. Obsolete documents are removed from circulation. As stated previously, this does not place an extra burden on clubs, since these functions are managed by the SMC and the SAMAA office staff. However, club managements can do well to take five minutes during scheduled committee meetings, to familiarise themselves where to find these documents.

### **Flying sites**

Part 149.02.16 deals with the way in which the SAMAA as an ARO selects and recommends to the SACAA these sites for approval. We have developed a simple matrix to document this process.

A very important requirement by the SACAA is for the ARO to have Emergency Response Plans, both for events, and for clubs. The club's chairman and safety officer are the duly authorised persons. During an audit, an inspector may want to see an ERP, to see how the club will deal with safe flying, fire, or emergencies.

### **Ratings and proficiencies**

The SACAA considers ratings and proficiencies a critical part of the SAMAA's oversight activities and safe flying operations. Aeromodelling of course is somewhat different to full-size recreational aviation, and gradually there is more and more understanding from the SACAA of this difference. There is a recent request for a minimum standard to be established. The SAMAA-SOP-009 document describes the process of evaluating the flying skill level of a SAMAA member. It is a well-known process at our clubs, where a pilot is tested on technical and practical matters, evaluated and scored. The results are documented on the membership database.

The SAMAA also provides display authorisations for our members to participate in fly-ins and air shows; this is an evidence-based vetting process. The SAMAA keeps records of previous events.

### **Members**

The SACAA, as part of the audit process, will want to see a record of our membership database. The SAMAA office keeps detailed records of our members, which are handled in the strictest confidence. The SAMAA management members each sign a Letter of Authorisation, indicating acceptance of certain conditions and responsibilities.

### **Non compliance**

Part 149.02.08 requires the SAMAA to keep records of non-compliance of its members, and whether the SACAA has been notified of such non-compliances.

This brings us to the end of the information session on the SAMAA ARO Manual of Procedures, with all its supporting documents, MOPS, SOPS, policies, etc.

### **Insurance**

Alec showed a presentation that explained in simple terms the SAMAA insurance that our members enjoy. The insurance is a standard third party public liability insurance, with member to member cover, for all model flying activities at SAMAA-approved clubs, as well as events. The presentation is attached to this memorandum. Members are of course required to abide by the conditions of our insurance.

Questions were fielded regarding the distance of spectators to the pit area. Since the pit area poses no danger in activities to spectators, the illustrations in the presentation need to be modified. The intent is that no spectators ought to be closer than 20m to flying activities, and for practicality, this would mean the runway.

We have had a significant relaxation in the policy conditions, that allows flying up to 600m from the pilot, but always within line of sight.

Mid-air collisions are excluded. Spotters need to be present. No flying in winds exceeding 38km/h. Ordinarily one would not fly in such unpleasant conditions, and one has to question how safe it is to fly in such extreme conditions. One participant questioned the need for fire extinguishers, especially at a club or site that may have flammable surroundings. Burt explained that these risks need to be mitigated, and any means of combating a fire would be a mitigating factor.

A Western Cape participant questioned why a non-SAMAA member (in this casa a RCASA member) would not be covered. The SAMAA insurance covers member-to-member (SAMAA member to SAMAA member) and of course bona-fide visitors or spectators.

A last question by a participant wished to know if a claim would be honoured if a model crashed outside the flying area of the club. Burt answered that indeed it would.

The webinar was called to a close at 19:30. Grateful thanks to all who participated and offered up their time.

### **Next Webinar**

Date and Time	Topic
Wednesday 20 <sup>th</sup> July 2022 @ 6pm	- SAMAA Insurance - Risk Assessment information session