



SAMAA webinar bulletin #3

The South African Model Aircraft Association. CAA ARO #10
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To SAMAA club chairmen

21 July 2022

Dear all

Slowly, our interaction with clubs is gaining momentum, and we are sure that club managements are appreciative of the sharing of information and transfer of knowledge. This week's Webinar concentrated on risk management and risk mitigation of model flying activities at our clubs, and how important it is that everyone is aware of the risks and how to manage and reduce them appropriately.

The following attendees registered and participated in the 20th July Webinar:

David Hickson – Stoffpad RF, Plett

Bob Lloyd – Henley MAFE

Henry Honiball – Ladysmith RC Club

Sarel Venter – Lowveld MAC Nelspruit

Franco du Plooy – Bloem Radio Aero Team

Johan Hefer – Umbila RF Springs

Tony Stockwell – Pretoria RF

Mike Lloyd – Cape RF Melkbos

James Roney – Modderfontein MAC

James Brown – Ficksburg Flyboys

Pravesh Beepan – White Hills RF

Yvette Steyn-Churchman - FlyFPV

Renier Faasen – Walker Bay RF Hermanus

André du Toit – Umbila RF Springs

Burt Botha – SAMAA

Martin Venter – Irene RF

Doug Ross – Fish Hoek Electric RF

Christo le Roux – Two Oceans Slope Soarers

Ryan Hadley – Durban Deep RF

Jaco Henn - SAMAA

George Enslin – Aero Aces Nigel

Johan de Lange – Maritzburg MAC

Juan Fourie – Tygerberg MFC

Simon Pfothenhauer – Atlantic FC

Johan van Greunen – Ficksburg Flyboys

Alec Groenewald – SAMAA

Eike Richter – Shongweni MFC

Clint du Toit – Drakensberg Soaring Club

James Daubermann – Border RF

Trevor Wolfaardt – Newcastle MAC

Maurice van Egmond – St Blaize

Marc Wolffe – Cape RF Melkbos

Ian Becke – Durban MAC

Dave Greer – East Coast Slope Soarers

Johan Janssonius – Ficksburg Flyboys

Werner Mayer – Boland MAC

Mike Vermaak – Capricorn RMVK Polokwane

Linda Dold – SAMAA

Bob Skinner – SAMAA

Welcome

Alec welcomed everyone to this week's SAMAA webinar. By now the objective is clear – to transfer information to club managements. Everyone's time is precious, and the aim is to keep the webinar to approximately one hour.

The SACAA has informed us that the audit on the SAMAA will take place on 24th August.

You will have received notification that the Webinar for next week will deal with insurance, and all club chairmen are urged to pose questions they may have, to admin@samaa.org.za before 12 noon on Friday 22nd July 2022.

Risk Assessments (RA)

The RA spreadsheets have been developed for Fixed-wing power flying, gliding, park flying, slope soaring, and FPV activity. This is necessary because these activities are all somewhat different. For this Webinar we will focus on power flying, and on the Letter of Authorisation of the club safety officer. (Helicopters are included in power flying).

The purpose of the risk assessments is to draw a club committee's attention to the club's surroundings so that they may evaluate the risks that might exist. It will encourage the club's management to effectively manage the insurance and safety at our clubs.



The spreadsheets start with giving a few examples of the risk, and some instructions on how to proceed with progressing from left to right, and filling in the YES or NO blocks with tick marks that are dragged-and-dropped. The process starts with the left-hand blocks being green, then progressing to amber, then red as the risk increases. Each risk assessment is complete once a tick mark in the green block of “Safe to fly” condition is reached.

Risk Assessment 1: Flammable surroundings

Club officers are encouraged to view their club’s location on Google Earth and take seasonal conditions into consideration. In the drier winter summer rainfall regions, the surrounding areas may be brown, and more susceptible to fire. Or the club’s surroundings may be green all year long, thereby reducing the risk of fire.

At the bottom of the workbook sheet/spreadsheet are some examples of firefighting equipment and methods. A *bakkie-sakkie* we realise is not an item that will ordinarily be available every flying day since it is an expensive piece of equipment. It is probably more suitable for events (when it may be hired). Dry Chemical Powder extinguishers are the most relevant and appropriate, if possible. Fire-beaters are also an option, but remember, you are demonstrating safety measures to control a small fire, to buy time should there be a requirement to summon a fire truck. We understand that many clubs may have challenges in their means of storing on-site firefighting equipment. Another option proposed is to have available bags or containers of sand as an alternative method of dousing a fire.

Also, at the bottom of each risk assessment worksheet, is a light-yellow panel where mitigating circumstances may be noted and described in more detail. Any acceptable form of combatting a small fire would be seen as a reasonable-man test.



Bakkie-Sakkie



DCP (Dry Chemical Powder) and CO2 fire extinguishers



Fire beaters



Sand

Risk Assessment 2: Installations

The worksheet for risk of sensitive installations near your flying site is next, and club managements need to be aware of the distance from the pilot area (350m), and whether these installations can be successfully avoided, with no flying near or over these. If necessary, flight lines and flying areas may have to be modified to manage and minimise this risk. In this case, it is imperative that all club members are made aware of the new flight zones, and the need to avoid flying near or over sensitive installations.

A club site may have been established many years ago, and with expansion, industrial sites, or roads, or housing developments may have crept closer to a club site. The risk assessment exercise provides valuable data for the SMC to negotiate with the insurers, for amendments to our policy. This is based on the evaluation of current risks and the data derived from this.

Risk Assessment 3: Barriers

This worksheet aims for club managements to arrive at the same green “Safe to Fly” situation for the distance that members of the public are allowed from the model flying activities. The pit area is ordinarily not a danger zone; the risk and danger start at the runway, where aircraft are taking-off and landing.

Remember, all fly pasts must be done on the far side of the runway. Our insurance implies that spectators may not be closer than 20m from the flying activities. Members who fly within the generally-accepted parameters will be covered by our insurance in the event of an incident or accident where there may be a claim.

Risk Assessment 4: Roads

Club managements must review whether there are public roads within 300m of the pilot's position. This is usually considered to be in front of the club/pilot position, and not to the rear, where there would normally not be flying in a no-fly zone. The SACARs (Part 94.06.01 states that no model flying should take place above or from a public road, unless approved by the Director of Civil Aviation. The SAMAA does, on occasion, request relaxation, for flying over a public road, but not from it or above over it (this would typically apply to cross-country events).

Risk Assessment 5: Pilot barrier

This risk assessment aims to manage and minimise the risk of model aircraft taking-off, or landing, and for whatever reason, veering off-course on the runway, with the potential to strike pilots on the lower limbs. The reasonable-man test must be applied to see if the barrier can at least stop a rolling aircraft. Several examples are shown, of PVC pipe on the ground, to a mesh/net barrier, and a (*Vetiver*) grass barrier. A post-and-chain fence is not appropriate here since a model may careen under such a fence. This type is considered more appropriate to keep spectators at bay.

At some clubs this may not be possible because of theft and vandalism, but again, any means that could be considered as minimising the risk would be acceptable.



75mm PVC pipe



Plastic or HDPE
snow netting



Vetiver grass



PVC pipe and
plastic netting

Training

Sheet 6 of the risk assessment document is designed to record how these risk management efforts are conveyed to the club's members. Training may be done in a group, or another method where the awareness can be created. This sheet is populated, signed by the club chairman, and returned to the SAMAA office.

Letter of Authorisation for a club safety officer (DOC-SAMAA-007)

There was considerable discussion around the perceived strict requirements of this document. It may appear to be onerous, but remember, the SAMAA must demonstrate to the SACAA that each club is being managed independently by its committee, and that the safety officer is a critical function for safe operations and oversight.

Some constructive comments were received that this document should perhaps be accompanied by a simple list of duties/responsibilities. The Webinar presenter undertook to review this document so that it may not cause club members to become reluctant to be elected or appointed to serve the club.

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

Next Webinar – Wednesday 27th July 2022 @6pm. – SAMAA Insurance