

**MODEL AERONAUTICAL
ASSOCIATION OF AUSTRALIA INC.**
N e w s l e t t e r
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Insurance

As promised in Newsletter 4, below is set out what the M.A.A.A. requests be done in the event of an incident/accident.

It is requirement to report all incidents/accidents to the broker.

A minor cut or bump etc resulting from a person being struck by an aircraft may not be considered/look serious at the time but medical complications could develop latter.

The forms are available from your State Association Secretary or the M.A.A.A. Secretary. They are available electronically or as hard copies.

If there is an accident, naturally the first priority to assist the injured person. After that has been taken care of, details of the accident/incident should be recorded and witnesses identified and asked to prepare statements. The more serious the accident the more information should be collected. If the accident is extremely serious then it is advisable that the police are called.

The State or Federal Secretary should be contacted and advised of the accident and asked to send the necessary forms. The Club Executive should also be informed immediately.

The M.A.A.A. have two forms that must be completed for each and every incident/accident.

One is for the Insurance Broker and the other is for M.A.A.A.

After completing the forms, they, together with witness statements and details of the accident/incident, should be sent immediately to the M.A.A.A. Secretary with a copy to the State Secretary and Club.

The M.A.A.A. Secretary will forward the appropriate form to the insurance broker. This formally advises the insurance company of an incident/accident and the potential of a claim. The other form is retained by the M.A.A.A. for accident investigation and safety improvement.

As soon as possible after any accident/incident the Club should initiate an investigation with the view to prevent its recurrence.

The Club should thoroughly investigate the accident/incident and identify ways to minimise the possibility of it occurring again. Depending on the type of accident/incident, examples of corrective actions could be, move the car park, have different car park locations for different wind directions, implement better training, run safety training courses, actively promote mechanical aircraft restrainers, promotion of safety checks for aircraft etc.

Once the Club is satisfied with the corrective actions they have identified they should send a report to the M.A.A.A. Secretary advising the actions they have taken. The MAAA will then consider the report and if they agree, should advise the club and the State Association that the accident has been "closed out."

If the M.A.A.A. does not agree with the corrective action or consider that more could be done they will advise the Club. This should continue until the matter has been "closed out" to the M.A.A.A.'s satisfaction.

If the State Association, or the M.A.A.A., consider that the corrective action is suitable for all clubs they should publicise the details to give as wide a coverage as possible.

It sounds like a complex process, but it really no different from what we all have to do in our work places.

In today's society we all have a duty of care to others and that involves trying to reduce accidents. This ensures that not only are we seen to be taking a responsible attitude it also makes sure that we minimise the risk of similar accident in the future with all that the implies from a personal and insurance view point. The easiest way not to get involved with the process is to be very safe and not be involved or cause and accident/incident.

Obviously minimisation of accidents/incidents will also have a direct result on insurance costs and availability. It is in all of our interests to reduce accidents.

CASR (1998) Part 101

Most are aware of the introduction of the new regulations that affect model aviation, namely CASR (1998) Part 101. A copy of these regulations is on the M.A.A.A. web site.

It will be noted that the Part 101 regulations identify "Approved Aviation Administration Organizations", (AAAO). These organizations have specific powers under the regulations to approve such things as Public Displays in approved flying areas and issue procedures to authorise activities under Part 101, for such things a night flying etc.

The M.A.A.A. applied to be an AAAO in May this year but due to a governmental problem we could not be recognised by the process that was envisaged. This being due to a piece of legislation that was not passed with Part 101. The MAAA thought this would be a problem but CASA initially did not

After many follow ups, CASA advised that they had identified a way the MAAA can be recognised as an AAAO. They asked that we send them copies of our procedures as part of the process. This was quickly done, and we are still waiting on their decision. We have contacted them since and been informed that the matter is being addressed. At the time of writing, October, we are still waiting for the result of our application.

It will be noted that Part 101 advises that certain activities are permissible if done in accordance to the Procedures of an AAAO. One such activity is night flying.

As M.A.A.A. is not currently an AAAO, at this time, night flying and other such activities so identified, are only permissible if approval is obtained from CASA. Approval should be sought through your State Association. Once M.A.A.A. is recognised as an AAAO, then our members will be able to conduct night flying, for example, providing it is in conformance to the M.A.A.A. Night Flying Procedure.

Once we re recognised as an AAAO, the M.A.A.A. will be able to release the Procedures that we have prepared. Your State Associations will be immediately informed and provided with copies of these. We do not want to do this prior to being approved in case the procedures are used in a manner that would not be legal. It is also expected that copies will be available in the M.A.A.A. web site.

With respect to the actual regulation CASR (1998) Part 101. The requirements of Part 101 are very similar to the old CAO 95.21. Simply put, if a modeller was conforming to the requirements of the old CAO 95.21 then they would be also conforming to the requirements of Part 101.

A major change is that Part 101 increased the general ceiling height models can operate. Under Part 101 a model is able to operate up to 400' in controlled airspace.

Outside controlled airspace there is no ceiling height restrictions. There are however regulations that must be adhered to. Some of these being, the model must not create a hazard to another aircraft, the visibility at the time is good enough for the person operating the model to be able to see it continuously, the model must be kept clear of populous areas, the model not operate over a prohibited area and not within 3 nautical miles of an aerodrome.

Modellers should be very much aware that full size aircraft can and do operate outside controlled airspace. You must be vigilant in monitoring the airspace to ensure that you stay well away from any full size aircraft.

Before deciding just what altitude you are able to fly at your site it is VERY important to know the extent of controlled airspace. Controlled airspace commences at varying altitudes and extends upwards. A model is allowed to operate up to the underside of the controlled airspace, but not in it. The heights at which controlled airspace starts is shown on the Aeronautical charts.

If a club wants to operate above 400' then before doing so they MUST accurately ascertain the limits of controlled airspace at the site. It is not good enough to except someone else's opinion, it must be done correctly. It is strongly recommended that expert assistance be obtained to ensure that the information is correct. It is recommended that you contact your

State Association for assistance in this matter. There are Commonwealth financial penalties if you fly in controlled airspace, or otherwise do not comply with Part 101.

If it is determined that a ceiling height of over 400' is legal at a site it is recommended that the ceiling height should be prominently displayed at the field. If no ceiling height is displayed then it must be assumed that it is 400'.

It is recommended that a reasonable ceiling height be nominated if there is no controlled airspace or it starts very high. It could be considered ridiculous to nominate a ceiling height of say 5000' even if it were legal as the model would most likely not be visible and this is not legal. 2000' could be considered a reasonable maximum.

It is possible to apply for CASA approval to increase the ceiling height over 400' in controlled airspace. This must be done through your State Association. It should be noted that until written CASA approval has been obtained for an increase in ceiling height, the 400' maximum should be adhered to. It is recommended that the if a flying field has an CASA approved ceiling height a copy of the CASA letter granting this approval is displayed at the field.

It will be noted in the regulations that "Approved Flying Areas" are mentioned. This does not mean that the only place model aircraft can be flown is in one of these areas.

The "Approved Flying Areas" are those where application has been made to CASA for a particular area to be recognised. The Club is responsible for making the application to CASA through the relevant State Association. In the past this was generally done to obtain an approved increase in ceiling height at the site. It is a requirement under Part 101 that "Approved Flying Areas" are listed on Aeronautical Charts. This could be seen be more positive as an advantage to give general aviation aircraft advise of a model field in the area in the hope that they would try to avoid the area.

The requirement for Public Display "approval" is also in Part 101. There is a slight change in that displays in Approved Flying Areas can be "approved" by AAAO's. As noted before, until the M.A.A.A. is an AAAO, public displays are to be dealt with by applying to CASA through the State Association as was the case with CAO 95.21. State Associations will advise Clubs of any changes processes when we become an AAAO.

The 30 metre rule is still applicable

It is still an M.A.A.A. requirement for model aircraft with a mass of greater than 7kgs and turbine powered model aircraft to have a valid "permit to fly". Whilst this is not a requirement of Part 101, it is a requirement of M.A.A.A. If a member knowingly operates a model aircraft over 7kgs or a turbine powered model without a valid permit they will not be covered by the M.A.A.A. insurance policies as covered by our broker in Newsletter No4. Council did not want us to say this. The response from the broker as noted in the previous Newsletter clarified the situation that if a person is not confirming to M.A.A.A. rules they would not be covered.

Currently the M.A.A.A. Heavy Model Sub-committee is looking into this requirement and will shortly report back to the M.A.A.A. with their finding and recommendations. The current requirements will remain so, until changes, if any, are recommended by the sub-committee and ratified by the M.A.A.A. Your State Association will be advised of any changes, if any, that are implemented.