

**THE SOUTH AFRICAN MODEL AIRCRAFT ASSOCIATION**



Operations Manual

**POLICY AND PROCEDURE FOR HOLDING MODEL AIRCRAFT  
EVENTS, FLY-INS, AIRSHOWS, DISPLAYS.**

Issue 3 – 2012

**PR 02**

Management Committee  
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**PR 02**

**POLICY AND PROCEDURE ON MODEL AIRCRAFT EVENTS**

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This document forms part of the SAMAA Manual of Procedures. It is to be used by SAMAA Members and Registered Clubs in all activities associated with the flying of model aircraft in the RSA.

**1. Introduction**

Model Aircraft are displayed in many different ways and to many different types of audience. These displays can range from static displays, to formal or informal flying events, to private flying events, to events held at Club registered fields, and finally to large National level public flying events where thousands of spectators are present.

Whenever and wherever these events are held, they fulfill a very important role for our hobby in that they show to the public, the complexity and beauty of model aircraft and the fact that we modelers are a disciplined, skilled and responsible group.

**2. Purpose**

As SAMAA is the appointed Association responsible for the coordination and control of model aircraft flying in the RSA by the Aero Club and the CAA, it is SAMAA's responsibility to ensure that all Model Aircraft Flying done at Registered Clubs, is properly organized, is properly controlled, and is run in a responsible manner, to ensure the safety and security of both the Members the Association and the General Public.

This procedure is aimed at the control of model aircraft flying at shows and displays, in most cases where the public are present, to ensure that all Model Flying, be it a Fly In, a Displays, Airshows, Competition or Event, is done in accordance with the relevant Regulations and requirements of both the C.A.A and SAMAA, by ensuring the appointment of Responsible persons, to coordinate, control and ensure that at these shows, model aircraft flying is controlled, and run in a Safe and organized manner.

To this end, SAMAA have produced a set of Operating Rules and guidelines, which must be put in place for every flying event held at any SAMAA Registered flying field, or whenever model aircraft are flown in public.

**It is a requirement that any Club or group, who propose to hold a Model flying Event, whether it be an Airshow, Fly in or some other Event, complete the SAMAA Application Forms, F08 and F09, and submit them to the SAMAA office for approval, and obtain a Permit, before any Event may be held.**

In cases where there are special requirements, which need CAA exemption, such as height in excess of 400ft, permission for full size aircraft to participate in the show, or the holding the Airshow at a non Registered site, additional SAMAA forms need to be submitted through SAMAA to RAASA to obtain this permission. It must be noted that that in many cases, long lead times, sometimes up to 120 days, may be required for approvals to be obtained from the CAA, and for SAMAA to issue the applicable Permits.

**3. Scope**

- (a.) The Organisers of any Event, must complete and submit the required "Application for a permit to conduct an event" form F08, and the "Directors" form F09 to SAMAA at least 30 days prior to the event ( 120 days in the case of Exemption to CAA Regulations being required)

This process to be followed by Clubs, SIGS, other Groups or Members of SAMAA, without exception, prior to holding any Model Aircraft Flying Event, Fly in, Airshow or Display, Competition, whether the public is present or not, and irrespective of the location.

The above is a must as RAASA, in accordance with their responsibilities, **has instructed SAMAA, that they are to be informed of every Event, Fly in, Airshow or Display, where the public is present, and which is held at a SAMAA Registered flying field/Club.** So that they can ensure that the event is responsibly run and controlled and that the Safety of those present has been addressed, and that the use of the airspace poses no risk to other airspace users.

(b) The following Events are not considered Displays, Airshows, Fly ins or Events.

- The informal flying of model aircraft at a Registered club facility, where flying is restricted to valid club Members, even if a limited number of Bona Fide visitors are present.
- a club invites, six or so, pilots from other clubs to their facility with the sole intension of promoting comraderie amongst the pilots and clubs, to give exposure to the flying of certain types of model aircraft.
- Exhibitions, involving only the static display of the aircraft, which require no special safety considerations.
- A Competitions run by a SIG, where no exemption for height is required. ( the normal SIG Competition, exceeding 400 ft height requires Authorisation)

**4. Definition**

<b>Approved Area</b>	An area, flying field or club field, accepted and Registered by SAMAA after approved by the CAA.
<b>Bona Fide Visitors</b>	Visitor to club, not necessarily signed into the visitors book, who are present in small numbers on a casual basis
<b>Competition</b>	A competition, is an event., run by a Club, a SIG or other Group, to test and demonstrate the skill of the pilot in performing certain maneuvers with his model aircraft, while competing against other pilots.
<b>Event</b>	<b>An Event is a model aircraft get together, when a number of SAMAA pilots, from different clubs, are invited to a get together, on a formal basis, with their model aircraft, for a Fly-in, Display, Airshow or Special Event. The purpose of the Event being to test the pilots, or entertain the public by showing off the capabilities of the aircraft.</b>

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<b>Permit for a Event</b>	This is the relevant SAMAA documentation, which needs to be filled in and submitted to SAMAA, before a ' permit to Conduct a Display" will be issued by the SAMAA Display Sub Committee.	
<b>Event Director/ Organiser</b>	<b>The person responsible for the applications for Permits, for ensuring that all planning negotiations and arrangements for the running of the event, are made and for the subsequent compliance with the regulations and approvals issued, for the running, control the safety of the Event, Display, Fly-in, Airshow or competition.</b>	
<b>Flight Line Controller</b>	The person appointed by the Event Director to control the "flight line" and flying activities, during the Event.	
<b>Safety Officer</b>	The Person appointed by the Events Director to ensure the safe flying of the model flying, on the day, and to ensure Safety in all matters associated with the Event.	
<b>Spectator Controller</b>	The person appointed (if applicable) to ensure that the spectators and others, not involved with the flying, are controlled, and kept out of the flying and danger areas.	
<b>Qualification to Fly</b>	To fly at an event, a pilot needs to have achieved a certain SAMAA Proficiency level, The level of proficiency required is specified in the relevant sections of this Procedures. In some cases, "qualification to fly" may refer to flights made Extra large model aircraft, where special exemption may be required by the pilot.	
<b>Safety in sport Act</b>	<b>The Government has introduced a very onerous Act related to Safety, Sanitation, Fire, Traffic control, Protection of persons attending an event, Medical care, supervision of minors, food hygiene, alcohol and Security, with which the Organisers of an event must comply, ( see The Safety at sport And Recreational Events Act 2 of 2010)</b>	
<b>CAA and RAASA</b>	South African Civil Aviation Authority, or Recreational Body	
<b>Club</b>	A model Club registered with SAMAA	
<b>Club Member</b>	A member of a registered club and paid up member of SAMAA	

SAMAA	PR 02	POLICY AND PROCEDURE ON MODEL AIRCRAFT EVENTS
<b>SAMAA</b>	The South African Model Aircraft Association which is the controlling body for Model Aircraft Flying in the RSA, and is answerable to the CAA/RAASA.	
<b>Management Committee</b>	The Duly elected Management Committee of the Association	
<b><u>CLASSIFICATION OF TYPES OF EVENTS</u></b>		
<b>Fly-in</b>	A Fly-in is an <u>Event</u> , organized by a local Club, whereby a number of pilots from the local club invite pilots from neighboring clubs to fly, and thus create camaraderie amongst pilots/clubs. The Event will be held at a SAMAA Registered flying site or field. No entrance fee to be charged, no spectators are expected. Minimum proficiency to fly is a SAMAA Solo, but should the Club or group so wish, unqualified pilots may be allowed to fly, provided they are attended by, or are on buddy box, with an experienced pilot. The Club or Organiser is required to complete and submit SAMAA forms F08 and F09 for Approval, approval Time should be about 30 days.	
<b>Standard Airshow</b>	This standard airshow is presently the most commonly used , it is used primarily as a Club money raising function, spectators pay to enter, and park their cars and besides model aircraft flying, limited food catering and other entertainment is provided. It only requires basic approval., and the SAMAA forms F08 and F09, will need to complete d and submitted. In that no special requirements are needed, approval time should be about 30 days.	
<b>Display, Demonstration or Exhibition</b>	Any of these is considered to be an <u>Event</u> , All of them are usually associated with an invitation by some public organization to entertain the public by flying, in a limited space and at a non registered venue, such as local, school, a local fete or bazaar, and the flying is done, in a public place and in front of the public, with spectators present. This event will be approved only if Park Fly type aircraft ( see MOP PR 17) , with pilots having a minimum proficiency of a SAMAA Silver are flying. Note Control Line model aircraft and indoor Models flying at an unregistered venue, require clearance from SAMAA.	

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**The Events Director/Organiser is required to complete and submit SAMAA Forms F08, F09 and F12 for Approval Approval time should be about 60 days**

**Special Airshows  
Requiring Exemptions**

**If the Club / Organiser have further requirements, which are not within SAMAA's jurisdiction, then the club organiser must complete the required additional application Forms for those additional exemptions required, these Forms will be forwarded to RAASA for approval, and on receipt of the approval, which could be as long as 120 days the relevant permits will be issued to the Club.(see Procedure PR16)**

**Special Event**

**A Special Event, is an event such as a Float Fly, Cross Country , a record attempt, or other special Event Municipalities, traffic Departments, RAASA, and other Outside parties. These can be high risk events and the pilot Proficiency required will be determined by SAMAA on receipt of the application. Approval time could be as long as 120 days,**

**5. POLICY**

- (a) The SAMAA policy towards holding any Event involving SAMAA Members is that all such Events shall be approved by SAMAA , and a permit issued, before the event may take place.**
- (b) If any SAMAA member, Registered Club, Special Interest Group, holds or participates in a display of Model Aircraft flying without the Event having obtained proper authorization from SAMAA, SAMAA has the power and right to revoke the Clubs Registration, to discipline the members involved, or withdraw the insurance cover, they further can report the parties to the CAA, for legal action if the parties concerned refuse to comply or are in breach of any CAA regulations.  
It should be noted that only SAMAA has the authority to "approve" participation of model aircraft in any Display or Event, especially if the public are present..
- (c ) Displays /Events held by a Registered Club, are required to obtain a Permit to conduct a Event, in accordance with this Procedure.
- (d) Displays/Events, involving the flying of Radio Control and/or free flight Models conducted at any site other than an SAMAA registered site, shall

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require a Permit for an Event in accordance this procedure. But in this case, where the site is not registered, SAMAA are required to advised the CAA of the location of the site and Display, and obtain their approval, for the field to be used. It must be noted that the CAA require at least 120 days lead time for approvals.

- (e) Displays/Events, involving indoor or Control line Model Aircraft only, need only to inform SAMAA of the Event , the name of the Responsible person, and the date of the event.
- (f) The SAMAA policy is that for any Event, the Club or group wishing to hold the Event, must appoint a responsible person, who shall be called the Event Director or Organiser , and it is his duty to plan, recruit assistants, and Organise, manage and control the Event . He further will appoint additional persons like the flight line director and safety officers to oversee and control the Event on the day of the show.**
- (g) The Approval required for an Standard Event, such as a fly in or Airshow is obtained by the Club or Group completing and submitting to SAMAA the SAMAA Forms F08 and F09**  
This covers an Event held at a SAMAA Registered club, which has been organized, and will be run by the club.  
The minimum proficiency qualification for a pilot to fly at an Event will be a silver rating for Club pilots, and a gold rating for pilots. From other Clubs.  
Note 30 day approval time is required.
- (h) The Safety At Sport Act 2010 has now been gazetted and this Act. requires that the holder of any publically attended Sporting Event, held at a venue which can accommodate 2000 persons, complies with the requirement of this Act, starting by obtaining written permission of the owner of the land, and written clearance from the Minister of Police, as to the classification of the venue and the safety, security and health requirement to be provided to comply with the terms of the onerous "2010 Safety at sport legislation", which has been formulated to protect the public and spectators at sporting event
- (i) To fly models at heights above 400ft Form F08 ( See special note, Procedure PR16 and Form F 13)**  
An application must be submitted and SAMAA/RAASA permission obtained for pilots to fly models over 400ft.

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- (j) **If full sized aircraft are to participate in a model aircraft airshow or event SAMAA are to be notified.**  
 (i) The Airshow Organiser will have submitted to SAMAA, completed forms, F08, F09 and F12, and a completed copy of the SAMAA Notification form F16,  
**In that SAMAA has no authority, or control, when full size aircraft are involved, SAMAA will take no liability for this type of airshow, as full size aircraft are not insurable under our SAMAA Insurance policy,** other than to ensure that the club hosting the event, complies with the SAMAA MOP's and Safety requirements.  
 (ii) The Airshow organizer must understand that Full size pilots with their aircraft must obtain their own permission (AOC), from RAASA, to be allowed to participate in our model airshows, and this can only be given to these pilots after the Club or Airshow Organisers have given written permission to SAMAA/RAASA  
 (iii) A further requirement for full size participation is the appointment and presence of a qualified Safety officer/radio operator, who has been seconded from ASSA, and who's duties will, along with the safety responsibility, keep radio contact with the full size pilots at all times during the airshow, and who shall be in constant communication with the SAMAA /Club Organiser.  
 (iv) A further requirement of the organizers is, the submittal of an emergency evacuation plan, fire control plan, ensuring that paramedics are in attendance, as well as having Local Authority/ Municipal permission.
- (k) **For model aircraft flying to be included in a full sized air show or display Form F17**  
**This is normally a Full size Airshow Event,** to which SAMAA pilots are invited, in writing by Airshow South Africa (ASSA) to fly.  
 SAMAA permission is required, and only experienced Pilots, with SAMAA Instructor or higher rating will be authorized be permitted to fly.  
 Airshow South Africa will be required to provide insurance cover, and all pilots participating in the Event, will be responsible to, and under the control and instructions of the ASSA organizers.  
 SAMAA form F17 is to be completed and submitted.
- (l) **For a group or club to hold an Airshow at a full Sized aerodrome or Airfield , to hold an Event which is not flown at a Club or SAMAA registered field, it could be, a record**

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**attempt, a cross country flight or some similar activity, any of these would be classified as a Special Event and would require that SAMAA Form F 12 must be completed.**

The minimum pilot proficiency required to participate in such an event would be a SAMAA Gold.

**6. RESPONSIBILITIES OF THE EVENTS DIRECTOR  
FLIGHT LINE CONTROLLER AND SAMAA**

**6. 1) EVENTS DIRECTOR/ ORGANIZER**  
**Set out below are the responsibilities of the Events Director**

The Events Director will be fully Responsible for all planning, organisation, permissions, helpers, personnel, and other activities associated with the Event. For reference many of these have been listed below.

He will also be responsible for the performance and actions of, the control of the Flight line Controller, the Safety Officer, the Spectator Controller and if the Event includes any full size aircraft, paragliders, parachutists, microlights, gyrocopters or helicopters, the CAA nominated and qualified Radio Operator.

It must be fully understood that the appointments of the above helpers, in no way relieves The Events Director of his overall responsibility in terms of this responsibility for the Event to SAMAA or RAASA. )

The following Information is to be completed and sent to SAMAA prior to any permit being issues for an Event.

- Form F08,“ Application for a permit to conduct an Event”
- Form F09,“ Events Director`s statement” forms
- Any other applicable Forms to be submitted to SAMAA.
- A signed agreement between the Club/Group and the property owner.
- Submit a letter confirming that the Club/Group has complied with all Local Government Health and Safety Requirements
- All Applications must be made in due time,( a minimum of thirty days before a Fly-in or standard Airshow, and a minimum of 120 days before an Airshow or Event which requires Special RAASA Approval.  
 It should be noted that, incomplete Forms or Forms lacking information, will be queried by SAMAA, and until this information is available, the request will not be processed. and may result in a delay before approval. until the outstanding information is supplied. The type of information is;
- The location of the Event
- The types of models to be flown at the Display/Event,

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- The layout of the flying site to be used to ensure that the layout proposed by the organisers will protect the participants and the spectators.
- Confirmation that the pilots participating in the Display/Event are competent to fly in the space provided and qualified enough to carry out the proposed manoeuvres safely
- That the model aircraft, to be flown, are airworthy and proven.
- Clearly show which, if any, special clearances, or exemptions are required from RAASA or SAMAA.
- That if applicable all full size pilots invited, have, prior to the event, obtained and hold the required AOC (Aerial Operators Certificates) from RAASA, which are valid for the day of the Event.
- 

On the day of the Event Director will ensure that the following services and checks are in place and operational, and are observed.

- (a) An Audit check performed. This audit check will be a list of all services activities and controls that should be in place to ensure the safety of the public at this Event, and will include ensuring that an Emergency plan, An evacuation plan, paramedics, security and all required public facilities are in place.
- (b) The Events Director will decide on the appropriate means for controlling the Flying Display/Event, this may range from rehearsal in the case of a large formal displays to the pre-flight briefing and on going observation for smaller open events.
- (c) If there is an accident, fatality or incident which could have legal or financial consequences the Events Director will contact, and report the occurrence to the relevant authorities as well as SAMAA immediately.
- (d) The Events Director will, within 7 days of the Event, submit a report to SAMAA, this report will include a general review of the Event, any problems encountered, and suggestions about mistakes or changes that could be made to produce better results next time.

**It should be noted that;**

- (e) The Club/Group of the Event will be responsible for obtaining, and where applicable, paying for the required permits and/or approvals to conduct the Event.

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**6. 2) FLIGHT LINE CONTROLLER**

Set out below are the responsibilities of the Flight Line Controller;

- (a.) The Flight Line Controller holds a very responsible position, as he is responsible for control, coordinating and running of the model flying, safely and in conformance to: -
  - (i). The Permit issued by SAMAA, the C.A.A requirements, and any special conditions stated if any.
  - (ii). The conditions set out in is Procedure
  - (iii). Compliance with the details supplied on the Application Form by the Organiser and the on forms F08 and F09, and any others submitted, requesting approval of the Display/Event, and for ensuring that the conditions under which the Event may be run as set out on the permit are met.
  - (iv). Compliance with the SAMAA MOP's, General Safety Rules and any other Requirements imposed on the Event.
- (b.) Below to clarify, are listed some, but not all of his and his Teams duties;
  - (i) The safe running of the "flight line", including control of take-offs, landings and all aircraft movements.
  - (ii) The responsibility to ensure that all persons assisting him in the vicinity of the flight line, ie the Flight line Coordinator( if appointed) and/or the Safety officer and the Spectator Controller are fully briefed of their responsibilities and are aware of the safety requirements.
  - (iii.) Ensure that all pilots flying in the Display/Event are suitable competence and are, in his and his Teams opinion, able to fly safely under the Display/Event conditions, and have the specified minimum SAMAA proficiency specified for the Event.
  - (iv) Ensure that all Full size Aircraft, and pilots, who require special permits to fly, have the Relevant authorising Documentation and AOC's (Aerial Operators Certificates), and that the Events Director and SAMAA have copies.
  - (v.) Any persons assisting in the running of the Display/Event must be fully Briefed, on his responsibilities and aware of Safety and Display/Event Requirements
  - (vi) Any pilot, be he full size( if applicable) or model, who is not flying to the required standard, or obeying the rules, must be instructed to leave or be grounded.

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(vii) It should be noted that at Events where Full size or Manned aircraft are **invited** by the Club or group to participate,

- (a) The invited full size aircraft pilots must obtain their own permission, from RAASA, before being allowed to fly over the Registered Club field. It should be noted that the above pilots will not be given permission to participate or overfly the Registered model field, unless SAMAA has approved the Airshow or Event.
- (b) A qualified Radio operator must be present, whenever full size aircraft participate, to keep in contact with and monitor the movements of, but not control the full size pilots.
- (c) Under no circumstances may model aircraft be in the air at the same time as full size aircraft.
- (d.) Flying on the day of the Event will be cancelled if the weather is such that the flying of model aircraft could jeopardise the safety of the spectators present.

(viii) On the day of the Flight Line Controller will ensure that the following actions are done, or are in place.

- (a) Has the required permits
- (b) Ensures that a full participation pilots briefing is held, and that **every** pilot is fully briefed and aware of his involvement, duties, time slot, and responsibilities.  
Confirm with all pilots that the weather conditions are ok to fly and that all pilots participating are satisfied that they can fly safely in the existing weather conditions  
( In the case where Full size pilots are included in the Event ,but are unable to attend the Pilots Briefing, the Flight Line Controller is required to email these pilots with all relevant information on their participation, and must receive written acknowledgement from the pilot/s concerned.)
- (c) If there is an accident. fatality or incident which could have legal or Financial consequences immediately inform the Events Director, who shall contact, the relevant authorities as well as SAMAA immediately.

**6.3) SAMAA**

**Set out below are the responsibilities of SAMAA**

The SAMAA Events Sub Committee has the responsibility to **process the Application and obtain the necessary Authorisations to approve the Event**, and issue the Event Approval Permit, to the Club or group, with the relevant conditions or qualifications attached.

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1. If there are no special exemptions or requirements the approval will be routine and can be directly done by SAMAA.
2. The SAMAA Sub Committee shall submit to the RAASA the request form requesting the relevant temporary exemptions which are required, such an extension of ceiling height, permission to
3. operate within 5 nautical miles of, or at, a full size airfield, for their consideration and approval, if required SAMAA will liaise with the CAA/RAASA. over any details of a model aircraft Display or Event.
4. RAASA has the authority to refuse any request or impose conditions on any Display or Event.
5. SAMAA shall notify the Organiser of the outcome of their Application. If approved an Events Approval Permit (F10), will be issued to the Organiser, together with Any Special requests or Conditions imposed. If the Application is rejected, the organisers will be informed accordingly.
6. SAMAA will assign to each approved Event a unique approval number, this number must be included on each and every poster or advert to inform Members and the Public that this is an Approved and Authorised Event.
7. The Display may proceed, if approved, subject to The Club or Group, conforming to the SAMAA MOP's, Safety requirements and to any .conditions imposed by SAMAA and RAASA.

The SAMAA General Manager is responsible for retaining a data base of and documentation relative to, the Display approved or rejected by them for a period of at least five years, so as to assist and speed up approvals of future similar Events. The database shall contain as a minimum, date and location of displays, date of approval and any special conditions imposed.

**C.A.A/RAASA`s Actions in Granting Approval. (see Procedure PR16)**

1. Following SAMAA advising the C.A.A/RAASA, of the full details of the Display, at least 30 days before the scheduled date of the display ,with all relevant information.  
The CAA/RAASA shall assess the request and send SAMAA written confirmation of their approval, with qualifications if applicable, to the request  
**Note:** - C.A.A. do not need to be advised of an Display/Event ,if the display/Event is held indoors or is flown with Control Line Aircraft.

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7. FORMS

- “Applications For a Permit to Conduct an Event,” (SAMAA Form F08)
  - “Event Director’s Statement “ (SAMAA Form F09)
  - Application for an Exemption from RAASA(General) (SAMAA Form F12)
  - Application for additional Height (SAMAA Form F13)
  - Full size Aircraft Participation in event. ( SAMAA Form F16)
  - Model Aircraft Flying part of Full Sized Airshow (SAMAA Form F 17)
  - Model Airshow to be held at a Full size Aerodrome ( SAMAA Form F18)
- Forms are available from the General Manager of SAMAA, or can be downloaded from the Website from the SAMAA Manual of Operations.

8.) SPECIAL EVENTS

8.1. Introduction

SPECIAL EVENTS have been kept separate from the Airshow and display type events are defined as Events which are not the normal run of the mill Airshows and Air Displays, but are more adventurous activities and types of flying, which challenge the ability of the pilot, and need special attention.. An Event such as Float flying, Cross country, Records attempts, Air races and other challenges would fall into this group. Obviously the SAMAA has a responsibility to those participating and to the Public present, to ensure that the Event is properly organized, properly controlled, and run in such a manner as to ensure the enjoyment and safety of all those present. SAMAA has a further role to play which is to ensure that our image as a responsible Model aircraft flying organization is upheld

8.2. Purpose

The purpose of this procedure is to ensure that the Event in which Model Aircraft Flying is done conforms to the relevant regulations and requirements of both the C.A.A and SAMAA. And also to ensure that due consideration has been given to ensure the safety of any participants or public at the event, and to have in place an application and a review process to ensure that the required criteria to ensure safety has been addressed and is observed. SAMAA needs a lead time of 120 days for requests for this type of event to be processed.

8.3. Scope

This procedure applies to all Special Events involving Model Aircraft flying organized and conducted by Clubs, SIGS and other Groups of SAMAA.

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- (a) A Special Event involving the flying of model aircraft can be defined, as any event which out of the ordinary, and which would require special organisation or services to be provided, services which would not normally be required when flying at a club field.

**8.4. THE HANDLING OF SPECIAL EVENTS AND THE REQUIREMENTS FOR THESE EVENTS**

Any Event, which is out of the ordinary, and which is not held at a SAMAA Registered Field or site, will be regarded as a SPECIAL EVENT, and as such will require special consideration and almost certainly the approval of the CAA. At present, the only approvals we as SAMAA and Modellers have from the CAA is a one Nautical mile diameter circle around our field and the airspace, up to a specified level, above our Registered fields, and clearance at a limited number of other registered sites, which can be used for specific purposes, such as slope soaring and gliding, if exemption and permission is requested. Please note that all applicable applications and documentation, will need to be submitted timeously to SAMAA for approvals to be processed.

The SPECIAL EVENTS which are covered by this Procedure are;

- Float flying.
- Cross Country flying
- Record attempts (see other Events)
- Other events, ( at this time undefined, but with general guidelines included)

a.) FLOAT FLYING EVENT

Application Forms for permission for float flying at a dam or resort, should be submitted timeously to SAMAA so as to give time for the approval process to be followed.

The information needed is reasonably simple and as can be seen from the application form (PR 02A). this form is similar to the one required for a model Display;

- i) Except that the owner or licensee of the dam must give his written permission to use a portion of the dam for float flying,
- ii) That the organizer is required to abide by all the Regulations applicable to water users, such as boat license, boat users license, life jackets, etc must be obtained and submitted with the application. And such Rules and Regulations required are obeyed and observed, by the modellers.

b.) CROSS COUNTRY FLYING EVENT

As things presently stand, the Civil Aviation Regulations state under the Operation of model aircraft that;

“No model aircraft shall be flown from or above a public road” unless;



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- i.) With the prior approval of the Commissioner and on conditions determined by him or her; or  
 ii.) In airspace specifically approved for the purpose by the Commissioner and on conditions set by him or her for the use of such space.

Any application for permission to run an cross country event, must be submitted to SAMAA at least 120 days before the event is due to take place.

All information on the event, with as much detail as possible must accompany the application, copies of clearances and approvals from the traffic department for the road use, from the local municipalities, to overfly their districts, and clearances from local airfields approving the event must be obtained by the organizers of the cross country run.

Any special exemptions and clearances required from the CAA must be clearly identified so that on receipt , SAMAA can pass on the relevant information to the CAA and to the Insurance company for comment and approval.

Approvals required from;

- Local municipality or district authorities
- Local traffic control authority/s
- CAA or Air traffic control authorities in the area./s
- Any other relevant Authority.

Restrictions applicable;

- Permission will not be give to fly above the roadway, unless it is a one way road due to the distraction to oncoming traffic.
- Crossing over major roadways, will occur, only with the approval and control of the local traffic department in the area.
- No route will pass within 5 NM (9 Km) or the CTR of an airfield, without official approval of the relevant Air Traffic Control authority.
- No model will be flown higher than 150 feet above the ground.
- No flying over built up areas or within 30 meters of any person, animal, vehicle or obstruction.

Matters to be addressed

Below we have listed some of the obvious items that need to be addressed when planning a cross country event;

- Route identification
- major roads or busy roads not to be used
- sides of road to be free of obstructions such as trees, poles, power lines
- clear spaces available for emergency landings
- roads wide enough to allow for passing
- vehicles not to travel in convoy
- crossing of major highways to be avoided.
- Flying near or past airfields to be avoided
- Route to be checked for radio interference

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- Roads suitable for speed to be traveled

Vehicle type

Only vehicles suitable for the application and which comply with the respective road regulations are to be used.

The vehicle used, should have adequate personnel on board, such as a Spotters, a Communication link with the driver or co pilot, to ensure the safety and control of the vehicle and model.

Traffic regulations must be observed at all times.

General

The choice of model should ensure that it has adequate wing area so as to be able to carrying the required fuel and still have a reasonably slow flying speed to match the vehicle road speed limits.

- All pilots should have a gold rating
- Emergency landing areas should be identified along the route

Emergency plans should be in place for;

- A vehicle breakdown or accident
- A model down
- A problem with the pilot
- vehicle getting lost
- Event abandoned or any other contingency

Note that all road ordinances and rules are to be complied with .and that if major roads are to be crossed then traffic department intervention, may be required.

These arrangements are the responsibility of the organizers

c.) RECORD ATTEMPTS

To date the only group that has been interested in record attempts is the Glider Group, and over the years they have set many South African records, which are recorded on their website.

For record attempts ,the procedure set out in this MOP PR 02 are to be complied with, and in addition, a SAMAA permit and permission must be obtained **before** any record attempt will be allowed, or any Record claimed accepted by SAMAA. Any prospective Record attempt Pilot should note that many of the requirements for Float flying and Cross country competitions, will need to be used, but this is again dependant on the type of record to be attempted.

SAMAA is presently writing a procedure for “unofficial” or “local record” Attempts and ratification.

But note that for “World Record” attempts the CIAM Record procedure, as set down in the CIAM Manual must be used.

d.) OTHER EVENTS

At present , no attempt has been made to identify these OTHER EVENTS, but this section has been included to cover the eventuality that some group wants to organize an event which is out of the ordinary, such as a race between a motorbike and model airplane, a speed run event, and in fact any event which needs to be

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properly organized  
and has a risk to the public or members attached to it.

**Should any group decide on an unusual or special event which they would like to Organize and hold they must formulate a description of their intended event and submit this write up with all the relevant paperwork and approvals from the relevant authorities to SAMAA for consideration.**

Do note that at least 120 days is required for approval as the submittal has to be tabled at the next meeting of the CAA and Airspace Committee.

It must be understood that approval of the submittal is not guaranteed.

KFN