

THE SOUTH AFRICAN MODEL AIRCRAFT ASSOCIATION



Operations Manual

POLICY ON ALCOHOL, DRUGS AND ILLNESS

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PO 16

To Management Committee
and SIGS for Approval

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THE SOUTH AFRICAN MODEL AIRCRAFT ASSOCIATION

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POLICY ON ALCOHOL, DRUGS AND ILLNESS

Table of Contents

1. Introduction
2. Definitions
3. Policy

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

The SAMAA wishes to provide a safe environment for their members to participate and enjoy the sport of model flying. An important aspect of this is that those flying model aircraft do not have their ability to do so safely inhibited by the use of alcohol, drugs (whether for medical or other purposes), or illness. This policy defines the standards that members are expected to follow to conform to this requirements.

The SAMAA condemns the use by competitors of substances banned by the World Anti-Doping Agency for the purpose of attempting to improve performance

2. Definitions

| | |
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| SAMAA | South Africa Model Aircraft Association |
| Member | Member of the SAMAA |
| FAI | Federation Aeronautique Internationale |
| FAI Sporting Code | An FAI Publication of General Regulations and Special Rules for Contests, Championships and Records |
| WADA | World Anti-doping Agency |

3. Policy**3.1 Alcohol & Illegal Drugs**

When operating a model aircraft the pilot must not be under the influence of alcohol or illegal drugs.

In applying this, it is not possible in a normal model flying environment to specify, and measure a specific level at which the increasing effect of, for example, alcohol impairs performance sufficiently for any given individual.

For this reason, alcohol or illegal drugs should not be consumed or used prior to, or during, participation in any model flying operations.

3.2 Drugs in Sport

The SAMAA as a member of FAI requires that all members abide by the FAI Anti Doping Rules and Procedures as referred to in the General Section of the FAI Sporting Code.

SAMAA is a member of The Aero Club of South Africa a sporting body and all members must abide by the Policies on Drugs in Sport that covers the application of the FAI code in the South African environment

3.3 Illness

SAMAA member are expected to use their own judgement if they feel that either a short or long term condition would impair their ability to the point where there is an increased safety risk to themselves, fellow fliers or to the general public.

However, as a minimum, a person must not operate a model aircraft without competent supervision, taking into account the type of aircraft being flown, if their medical condition is such that it would contravene the requirements to be legally able to hold a motor vehicle driver licence or to operate a motor vehicle in their Province of residence

In this context, depending on the physical condition and type of model being flown, competent supervision could range anyway between being connected to an operating transmitter via a buddy cord capable of recovering the model from a potential or unsafe condition, to just being able to see, or be fit enough, to recover a free flight model from a field.

1. Policy

On safety grounds, the SAMAA does not support the operation of model aircraft of any type in close proximity and/or in the same immediate airspace as Hang Gliders and Paragliders.

2. Rationale

The difference in flying speed between models and piloted gliders is considerable and can lead to a collision risk. Model aircraft typically operate at much higher flying speed than hang gliders and Paragliders, making it difficult to establish a set soaring pattern without conflict. Additionally, operating in close proximity is made more difficult due to the fact that the model aircraft pilot remains on the ground, thus making it more difficult for the pilot to judge the distance of the model from other aircraft.

These reasons mean that compliance with CAR Part 94 cannot be guaranteed.

This states that:

- A person must not operate an unmanned aircraft in a way that creates a hazard to another aircraft, another person or property.

However the SAMAA recognises that good soaring sites are usually suitable for both hang gliders, Paragliders and model aircraft. Since conditions at each site are different it is recommended that if SAMAA Members use a slope that is also used by piloted gliders then their club should have discussions with the local Hang Gliding Club regarding methods to share the site. These could include physical separation to a safe distance, or separate flying times. These could be specific to the conditions at the particular site.

Difficulties may arise in achieving this and in this case advice from the local Government should be obtained. If the issue cannot be settled locally and the SAMAA Management Committee Members have a substantive case, the SAMAA is prepared to hold discussions with the Hang Gliding Association of South Africa to resolve it.