



Registration and requirements to fly a fixed wing model aircraft up to and including 35kg - All Up Weight (AUW).

(Date 4 November 2020)

As you are all aware, CATS 01/2020 was issued on 14 October 2020, and under Standard 24, the maximum flying weight of a model aircraft was increased from 25kg to 35 kg (AUW). Further relaxation of the weight limit is envisaged in the future once Part One and CARS 24 are published. This will regulate aircraft between 35kg up to and including 50kg.

In terms of the South African Model Aircraft Association (“SAMAA”) constitution, the objective of SAMAA is to actively promote the construction and regulation of safe flying of model aircraft in South Africa.

It is the obligation of the SAMAA Management Committee (“SMC”) to actively manage and pursue the above objectives as defined in the SAMAA Constitution.

Prior to 14 October 2020, the flying of fixed wing model aircraft over 25kg was not permitted. The SMC is aware that some of our members have acquired models weighing more than 25kg and have eagerly and very patiently been awaiting the issuing of CATS 01/2020 to fly these models. Some of our members were given permission to test fly models weighing more than 25kg and gave valuable feedback to the SMC regarding the flying characteristics and potential safety issues associated with some of these heavier models.

It is important for the SMC, and in preparation for the possible future relaxation of the weight limits to 50kg, to obtain a clearer understanding of the quantity of models currently in South Africa that fall within the 25-35kg weight bracket. The possibility also exists that the current increase in weight might impact on our SAMAA insurance policy, and this will be taken up further with our insurers.

Given the above, the SMC, in the interim, deem the following as appropriate to ensure the continued safe flying of fixed wing models in South Africa:

- Members who have aircraft in the weight bracket of 25-35kg to kindly complete the attached application for registration (**Annexure A**). This application will be posted on the SAMAA web page to facilitate easy completion. The purpose of this will be for the SMC to create a data base of aircraft and equipment for future use by SAMAA members that would like to design or acquire models in this weight bracket. This will further assist with the continued safe operation of our models and will add tremendous value to the SMC once we get to the future certification of aircraft in the 35-50kg bracket.

- Aircraft between 25kg to 30kg may be flown by members holding the SAMAA proficiency ratings Silver and higher. This will be subject to each SIG's, and SAMAA's individual proficiency ratings required to fly at events, fly-ins, and air shows.
- Aircraft between 30,1kg to 35kg may only be flown by members with proficiency rating of Gold and higher. This will further be subject to each SIG's, and SAMAA's individual proficiency ratings required to fly at events, fly-ins, and air shows.

Members must ensure the structural integrity of their model aircraft with continuous inspection to:

- Ensure that the entire airframe is airworthy
- Ensure that the power plant is adequate for the size and weight of the model aircraft
- Ensure dual redundancy (receiving signal, dual battery system, and power distribution).
- Ensure that fail-safe is programmed
- Ensure that all equipment installed is either commercially available, or at least compatible/compliant to commercially-available standards of equipment
- Ensure that the model aircraft is equipped with servos that meet the specifications of the kit manufacturer/supplier.

Annexure A
Application for registration

The airframe, components, materials, installation of equipment, and specification standards of this large model aircraft is suited for the purpose for which it is intended, and it complies with the basic requirements of a large model aircraft.

- a) Builder of large model aircraft and SAMAA membership number:
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- b) Owner (if different to above) and SAMAA membership number:
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E-mail.....
Cell no.....
Club.....
- c) Current proficiency rating
.....
- d) Has the model previously been test-flown uccessfully?.....
- e) Aircraft was test-flown at which club.....
- f) Date of test flight
- g) Aircraft name and type (fixed-wing, sport, military, civil, jet, glider, etc.)
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- h) Manufacturer of aircraft and country of origin
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- i) Total AUW, wet (all-up-weight)
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- j) Dry weight (without fuel)
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- k) Power plant, or turbine (make, size, and output)

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- l) Aircraft size (wing span, fuselage length)

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- m) State what servos (rating, brand, and manufacturer code) are used in the aircraft, where applicable:
 - Ailerons (one, two, or more servos).....
 - Elevators (one, two, or more servos).....
 - Rudder/s (one, two, or more servos).....
 - Throttle/ECU.....
 - Flaps/Spoilers/Airbrakes.....
 - Retracts (mechanical, electrical, pneumatic, and servo type and ratings).....
- n) Is the wing of variable geometry, and what actuation method is used?

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- o) What receiver, battery, and switch redundancy is employed in the aircraft?

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- p) Transmitter (type, brand, frequency)

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- q) Has fail-safe been programmed?

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- r) Are gyros/automated systems used? (state type, brand, etc.)

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- s) Is feedback to the Tx/telemetry being used?

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- t) Main construction method, and materials used.....

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- u) Method of finish (paint, film, covering, etc.)

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Signature..... Date.....