

Please Note:

The following Minutes are produced to reflect all information presented at the meeting. This is to be a true and correct record of the minutes. All details are as presented at the meeting to provide open and transparent information to all members of MASNSW.

The Executive of MASNSW welcomes any requests for more information on any matter presented in these minutes.

Miniature Aero Sports NSW Inc.
MINUTES
Business Meeting
Workers - Parramatta
10 February 2012

Meeting Opened: 2000hrs

Attendance: D Lewis MMASC, R Masters WPMAC, G Atkinson WRCS, S Norrie NSW SAS, B Carpenter HMAS, M Close SRCS, T Nolan ROW, J Rolfe RAAFMAC, J Freeman UMAC, K Barnes PRCAC, B Thrift CVRCCMC, D Costelloe QFS, D Lacey SSME, M Stone HSL, B Bishop CMAC,

Visitors: D Pound WRCS, C Simpson WRCS, R Veale Willis Insurance Brokers, E Ashley CVRCCMC, W Mansell BAC, M Tulk HMAS, D Bailey HMAS, B Young CMAC, D Riebolge HMAS

Apologies: K Vella, PRCAC

Minutes: Motion that the minutes of the meetings held on the 9 December 2011 as distributed in the Newsletter 342 be accepted as a true and accurate record of that Meeting.

Business Arising: B Bishop, CMAC was in attendance, D Lacey SSME (incorrect initial published)

Moved: CVRCCMC second: WRCS carried

The President advised those present, the format of the meeting will be changed because of the attendance at the meeting of Mr Mike Close, MAAA President and Mr Rob Veale, Managing Director, Corporate Australia for the Willis Group who are the Brokers for the MAAA Insurance, MOP019, the MAAA Insurance implications and the application to MASNSW in relation to the planned Public Display at Luskintyre April 2012.

When this matter has been finalised we will adjourn for a few minutes and then resume with the other items on the agenda as per our normal meeting procedures.

BOB CARPENTER – MASNSW President

Addressed the meeting to provide background information. and provided the following information;

- MASNSW and MAAA fully support Public Flying Displays and the use of these displays to help charities with fund raising activities.
- It is the absolute commitment of both MASNSW and MAAA that safety remain paramount, and will not/should not be compromised no matter what the noble cause of the charity is.
- MASNSW in consultation with MAAA have provided some guidance to clubs as to what is not a public flying display.
 - *The Executive of MASNSW in consultation with MAAA define that Club events advertised in a Club Newsletter, Club Website, MASNSW Calendar and flyers displayed in a Model/Hobby shop targeting MAAA Members are not a Public Flying Display under MAAA MOP019, and therefore do not require CASA approval.*
- It is the view of MASNSW that these club rallies and events are the developmental opportunity for pilots to develop the skills and confidence leading to the larger public displays.
- Your normal safety rules, field Layouts, flight standards will already meet MASNSW/MAAA and CASA requirements.
- If you are in doubt then seek guidance from MASNSW and we will assist if necessary with any applications.

MIKE CLOSE – MAAA President

Provided the following information to the meeting as to why MOP019 needed changing and the changes that have been incorporated

Why the changes to MOP019?

- Flight training seminar defined gold wings.
- CASA Regulations 101.14 defines what a public flying display is.
- Advisory Circular AC 101 (July 2002). These are only advisory and are not compulsory but provided more information from CASA on their preferred requirements.

He then provided the following information on Gold Wings and its limitations in regard to Public Displays –

- It should be noted that Gold Wings standard was not the standard required but was a minimum which, if all the other standards had been met, was also needed. In practice Gold Wings standard added nothing and could just complicate the situation as the award of Gold Wings could never be the sole measure of current pilot competency to actually satisfy CASA Regulations because:
 - (a) the purpose of the Wings scheme is to establish the MAAA acceptable standard to be competent to fly a basic model aircraft flight category without minimum supervision, and provide an incentive for pilots to develop their basic skills to a higher level before, or whilst, pursuing their individual interests.
 - (b) it is not subject to reassessment over time.
 - (c) it can be achieved with most trainer style aircraft of modest size, speed and capability.
 - (d) it gives no indication of a pilot's ability to safely fly a faster, larger, more sensitive and less stable aircraft that may be flown by him at the display.
 - (e) it gives no indication of a pilot's capability to fly with the added stress of what could be a large audience.
- The current version of MOP019 removes any reference to Gold Wings and says that the Display Directors are responsible for ensuring that all pilots flying in the Displays are of suitable competence, and for radio controlled aircraft they shall be capable of flying their display aircraft in a competent and safe manner and complete all the display manoeuvres without any loss of control and orientation. They shall satisfy themselves of the ability of the pilots to fly to this standard under the Display conditions. A more detailed extract is in the Attachment (MAAA MOP19 part 7.9).
- It also removes the MAAA requirement that the pilot had to be able to perform **all** the manoeuvres the aircraft was **capable** of doing. This requirement imposed an impossible standard on normal pilots given the fantastic skill level of the world's best pilots to able to perform extreme manoeuvres with normal aircraft.

MAAA MOP019 part 7.9

- Was drafted to provide some clear guidance to members and display directors on how to assess "safe" and capable etc.
- "Loss of control or orientation, and manoeuvres must be recognizable" also appear in MOP015 Page 9 section 6.4.4
- The MAAA Executive identified that, with that definition there was a significant conflict within MOP019 and consequently drafted a proposed change to the MOP, circulated in November and voted on by all Associations within the MAAA. All voted in favour of the change. It was formally ratified at the December meeting of the MAAA Executive.
- Discussion on various legal advice that has been received in relation to this matter
- **"Re the passage in the MOP: "shall be capable of flying their display aircraft in a competent and safe manner and complete all the display manoeuvres without any loss of control and orientation."**
 - My understanding and interpretation of this clause indicate that the pilot must be **CAPABLE** of flying their display in a competent and safe manner and (*capable*) of completing the manoeuvres without loss of control and orientation. It does not say that he **must** complete the display without loss of control and orientation.
 - In law, the ejusdem generis rule (Latin for of the same kind) dictates that sentences must be read in the same kind or of the same class or in the same sense. Applying this rule, the operative word is "CAPABLE."
- "Having looked briefly at the CASA Regs and the old and new versions of the MOP, I happily concluded that the new MOP is much more consistent with the Regs. In fact I was concerned by how much comfort (misguided in my opinion) that some people placed in the reference to "gold wings" in the old MOP. I think it gave people a very false sense of security as to what steps discharged their legal obligations (ie as per the CASA Regs) when performing the role of event

director. I engaged in this debate on one of the online forums and quickly realised that you just can't convince some people once they have their mind made up."

Subject: Definition of the term Ensure – The following information was provided from CASA as this has been a definition that has caused much discussion due to different interpretations by MASNSW/MAAA and the organisers of the Luskintyre event.

- CASA's interpretation of the term "ensure" in the context of a model aircraft display does not require the Display Director to guarantee the competence of the pilots in question.
CASA's interpretation however is for the Display Director to take all reasonable and prudent steps to ascertain whether the pilot appears to have the necessary competencies to safely perform the manoeuvres/operations in question.
- This may involve the Display Director making appropriate enquires and taking appropriate steps to satisfy himself that the pilots have the necessary licences, certificates and the like to safely attempt the manoeuvres/operations in question.
- It may also involve the Display Director in taking precautions, or making inquiries which are specified in the legislation (Part 101) or in the relevant MAAA procedures manuals.
- Ultimately, no one can guarantee that even an apparently qualified and experienced pilot will not make an error that leads to an incident or accident and therefore the requirement to 'ensure' competence and safety does not rise to this level.

This information was displayed from an email supplied by:
[Lee Ungermann](#)

Team Leader
Self Administering Sport Aviation Organisations Section
Office of the Director of Aviation Safety
Civil Aviation Safety Authority - Australia

INSURANCE

Mr Rob Veale Managing Director of Willis Group (Brokers for the MAAA Insurance Policy) addressed the meeting on what is provided with our Insurance Policy and the limitations. The key point in regard to the present situation is that if any display is not sanctioned by MAAA (MASNSW in this case) then MAAA Insurance is not available.

Not an MAAA sanctioned event, no MAAA insurance

Luskintyre Rally

The President then addressed the meeting on some of the communications in relation to Luskintyre 2012. Below is a summary some of the key dates and communications.

8 Dec 2011 Luskintyre Public Display Application received

8 Dec 2011 More information sought on the application & copy of MOP019 draft changes supplied.

During Christmas and New Year numerous emails between Peter Coles, MASNSW, MAAA

6 Jan 2012 Tim Nolan has meeting with Peter Coles, see attached letter, and a demand by Peter Coles that within 21 days MAAA has to revert MOP019 back to its previous status or Luskintyre will be cancelled.

13 Jan 2012 MASNSW formal response to Peter Coles (Outwards Correspondence item C3.5) with the offer of MASNSW to take responsibility for the flight line as display director and run it under MOP019.

14 Jan 2012 Luskintyre Cancelled by Peter Coles (Inwards Correspondence C 2.43)

From: Peter Coles
Sent: Saturday, 14 January 2012 9:02 AM
To: BOB CARPENTER

Subject: Fwd: MAS Official Response

Hello Bob

As MOP019 is illegal – as it is impossible to guarantee – and the insurance ramifications for each 3odeler puts the validity of MAAA third party insurance in serious doubt, Luskintyre -2012 is cancelled.

Regards

Peter

22 Jan 2012 MAAA website error- An error was encountered on the MAAA Web Site that was not identified for 24 hours and the MAAA Executive provided the following response to all state organisations

“President and Secretaries,

While carrying out requested work on the MAAA website yesterday Ray inadvertently deleted the MOP Table of Contents. Once he realised this he attempted to restore the content on the site. This was done unbeknownst to anyone and in doing so he posted several old MOPs and Forms, one of which was the earlier version of MOP019. If the worst possible thing can happen it will.

The MAAA Executive and some State Associations were alerted to this late this evening and the latest MOPs have been restored on the system. We apologise for any confusion caused and the following message is being placed on the MAAA website.

“The MAAA sincerely apologises for a change to the Web Page when several MOP's and Forms were changed back to earlier versions. This change was totally unauthorised by the MAAA Executive. The MAAA regrets any confusion that this may have caused before the error was detected and corrected.”

Regards

Kevin Dodd
MAAA Secretary
Office: 07 3207 9067
Fax: 07 3207 8175
Mobile: 0411645637

Safety distances are everyone's responsibility.

23 Jan 2012 Peter Coles advised selected recipients/participants that Luskintyre will run. (Inwards Correspondence C 2.61)

Subject: LUSKINTYRE 2012 IS ON!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

Good afternoon gentlemen.

I have great news. Luskintyre 2012 will be run on the 21 and 22 April as previously planned !!!!!!!!!!!!!!!!!!!!!

As you will be aware the Organizers of Luskintyre 2012 refused to run the Rally under the modified MOP09 (of 14th November 2011) which placed undue responsibility upon Elaine and I (as Display Directors) to 'ensure' - guarantee, certify, warrant - "that pilots shall be capable of flying their Display aircraft in a competent and safe manner, and complete all display manoeuvres without any loss of control or orientation". The MAAA refused to change the MOP so we were forced to cancel Luskintyre 2012.

After nine weeks of what can only be described as 'focused' communication with Mike Close, Pres. of the MAAA and Bob Carpenter, Pres of MAS NSW, I am pleased to advise you that MOP019 has been reverted back to its 2008 wording - that being that Gold Wings is an acceptable standard for participation in the event. This also means you MAAA insurance is in tact. On that basis and as the reason for the cancellation has generated such deep reaction within our wonderful hobby, Elaine and I have reestablished Luskintyre 2012.

*We have many people to thank, but we would like to thank especially two:
Firstly Frank Williams, one of the owners of Luskintyre, for his wonderful understanding.
Secondly to Stephen Green of RCM News, for his support, guidance and preparedness to join us shoulder to shoulder in respect to our two events - The Cobram Pylon Racing being the other.*

We look forward to running the best event ever, with the fly over each day of the Mustang, Grummen and Wirraway as well as the Pitts Special Display all organized by Paul Bennet. We also have another model display that will hopefully blow you away.

Elaine and I look forward to seeing you at Luskintyre 2012 on the 21st and 22nd April 2012.

My kind regards

Peter Coles

24 Jan 2012

Luskintyre will run despite the error on the MAAA website. (Inwards Correspondence C 2.63)

TO ALL PARTICIPANTS OF LUSKINTYRE 2012.

The Organizers of Luskintyre 2012 have advised you on Monday 23 January 2012 at approximately 12.15pm that the event is rescheduled as originally planned. This decision was made as a result of seeing MOP019 had been returned to its 2008 wording on the MAAA web site at 5.11pm January 22, 2012.

Although, at 5.58pm on January 23, 2012, the MAAA subsequently reworded Mop019 back to its new wording (which imposes an impossible to achieve, and therefore illegal, condition on the Organizers),_Luskintyre 2012 will go ahead.

This intolerable situation was anticipated to some extent due to the intractable approach of messrs Close, Carpenter Nolan and Davis.

Please be advised that, as Luskintyre 2012 is a manned and unmanned aircraft event, CASA have asked us to seek exemption from MAAA Operational Procedures and run the event under CASA Regulation 101.410 (3) (c) (ii), AC 101-3(0) Appendix A , AC 101-3(0) Appendix B, AC 101-3(0) Appendix C, AC 101-3(0) Appendix D conditions, including their acceptance of Gold Wings as the minimum standard. Appropriate documentation is on its way to CASA and meetings are scheduled with CASA in the next few days.

*The matter of MAAA insurance related to the illegality of MOP019 prevails (due to its impossibility to achieve) and discussions are underway between the Organizers of Luskintyre 2012 and Willis Australia Limited, the MAAA insurers, in relation to Policy No. 795637. **Please see attachment WALLIS AUSTRALIA LIMITED.***

Please note that all MAAA MOP's will be applied during the running of Luskintyre 2012 as a matter of course with the exemption of MOP019 in its current form, and with the possible agreement of Willis to exempt Mop019, your MAAA insurance will apply. More of this later.

In the unlikely event of Willis Australia Ltd. not agreeing to the exclusion of this impossible to comply with MOP, the event will also be covered by Rotary's \$50,000,000 third party insurance cover. You are therefore secure in the knowledge you are covered in the unlikely event of a mishap.

You will. I am sure be interested in the email below

President and Secretaries, □ While carrying out requested work on the MAAA website yesterday Ray inadvertently deleted the MOP Table of Contents. Once he realised this he attempted to restore the content on the site. This was done unbeknownst to anyone and in doing so he posted several old MOPs and Forms, one of which was the earlier version of MOP019. If the worst possible thing can happen it will. □ The MAAA Executive and some State Associations were alerted to this late this evening and the latest MOPs have been restored on the system. We apologise for any confusion caused and the following message is being placed on the MAAA website. □ "The MAAA sincerely apologises for a change to the Web Page when several MOP's and Forms were changed back to earlier versions. This change was totally unauthorised by the MAAA Executive.

The MAAA regrets any confusion that this may have caused before the error was detected and corrected." □ Regards □ Kevin Dodd □ MAAA Secretary □ Office: 07 3207 9067 □ Fax: 07 3207 8175 □ Mobile: 0411645637

It is incredible to think laws of this nation can be changed then rechanged within a space of approximately twenty seven hours by a private Inc. organization. This is intolerable and cannot be allowed to continue. This is CURRENTLY being addressed at the highest possible levels. □

31 Jan 2012

Luskintyre will be conducted with Rotary International providing the public liability insurance. (Inwards CorrespondenceC2.67)

Hello to all our friends who have been so supportive in the running of Luskintyre 2012.

LUSKINTYRE 2012 IS ON AND WILL BE RUN 21st AND 22nd APRIL 2012 as previously advertised.

Can you please do us a favor? May we please ask if you attended the previous Grand Southern Cross Model Aero Rally - Luskintyre 2010 and intend coming to Luskintyre 2012, would you please register as soon as possible. This will help us considerably in our planning.

I apologize for any confusion regarding the running of Luskintyre over the past two months.

As the event is a combined manned and unmanned aircraft event, CASA have asked us to seek exemption from running the event under the MAAA and conduct the combined disciplined event under CASA101's various manned and unmanned conditions. This request we have gladly accepted. Having said that however, I must clearly point out that the event will be run under all MAAA MOP's excluding 019, which we believe is impossible to comply with in its current wording and therefore not an MOP. CASA have specified Gold Wing standard of flying proficiency, and this standard will apply at Luskintyre 2012.

The event will be run under Rotary Third Party insurance. Rotary raises many millions of dollars annually running enormous events such as race meetings under this insurance policy. It has two major additional benefits, no \$500 excess and the cover is two and a half times larger than provided by the MAAA.

Paul Bennet will provide his Pitts Special display and will pilot his Grummen and Wirriway in fly overs at the lunch break each day. Paul also feels very confident he can organize a WW2 Mustang to fly over each day also.

I have included two photos of the children we will direct funds to through the Rotary Overseas Medical Aid for Children - ROMAC - organization, they are both from PNG as they don't have any Government medical aid program like Medicare.

We look forward to seeing you at Luskintyre 2012, and to having the best event ever under the three large marquees necessary this year as the event has grown so much.

Peter Coles

8 Feb 2012

Advice from Peter Coles (presented for viewing by the meeting)

Good evening XXX

Thank you for your preliminary response to our email of Tue, Jan 24, 2012 at 6:49 PM, in which we asked the following question: Will Willis Australia Ltd. honor its contract to MAAA members under its Policy number 795637, if MAAA members participate in Luskintyre 2012 WITH THE ORGANIZERS OF LUSKINTYRE 2012 MAKING EVERY REASONABLE ENDEAVOR TO IMPLEMENT ALL MAAA OPERATIONAL PROCEDURES, BUT EXPRESSLY REFUSING TO IMPLEMENT MOP019...

At the end of your second paragraph, you made the following statement: Once we receive the additional information we will provide a response to the MAAA. ***Please explain how this relates to the question in blue above.***

In your third paragraph you state: We acknowledge the MAAA's change to the MOP's to coincide more closely with CASA's requirements.

viz:

Currently, MOP019 states that:

The Display Director is responsible for ensuring that:

(a) All pilots flying in the Display are of suitable competence, and for radio controlled aircraft they shall be capable of flying their display aircraft in a competent and safe manner and complete all the display manoeuvres without any loss of control and orientation.

As the word 'ensure' is linked in the dictionary to the words 'guarantee', 'certify', 'warrant', - Please confirm that, in your opinion as the agent of the contracted Insurance Company/Companies related to this matter, and that the contracted Insurance Company or Companies specifically consider:

The meeting then adjourned at 2130hrs for 10 minutes and resumed again at 2140hrs

Correspondence:

(N.B. Items of correspondence with one * are for information, items with two ** require a decision.)
Items marked with # will all be dealt within the joint discussion on MOP019

Correspondence In From MAAA

	M 1.1	MAAA marketing sub Committee report
**	M 1.2	MAAA Secretary, changes to MOP 019 and 041 approved
	M 1.3	MAAA Executive minutes from November 2011 meeting.
*	M 1.4	MAAA Draft Helicopter Instructor Manual (14/12/11)
*	M 1.5	Daft Tender for the MAAA membership system.
	M 1.6#	MAAA President to Peter Coles re Luskintyre 24.12.11
	M 1.7#	MAAA President response to Peter Coles issues 24.12.11
	M 1.8#	MAAA Presidents second response to Peter Coles 24.12.11
	M 1.9#	MAAA President to Coles & Kemp 30.11.11
	M 1.10#	MAAA Secretary, response to Porman, Minty and others
*	M 1.11#	MAAA Secretary, briefing paper on MOP019
**	M 1.12	MAAA Secretary, postal vote MOP065 SGMA Policy
	M 1.13#	MAAA Secretary, draft of RCM News article
	M 1.14	MAAA Secretary, Night Flying
	M 1.15#	MAAA President, response to Ari Palsson see C 2.59
	M 1.16#	MAAA President response to Peter Coles re insurance enquiry
**	M 1.17	MAAA Secretary, MOP 058 amendments (Hextronic's orange Rx now certified)
	M 1.18#	MAAA Secretary, incorrect amendments on the MAAA website
	M 1.19#	MAAA Secretary, re MOP 19 RCM News PDF
	M 1.20	MAAA Secretary, CIAM Flyer
	M 1.21	MAAA Secretary, MAAA National Conference items
	M 1.22	MAAA Secretary, December 21011 Executive Minutes

From other than MAAA :

	C 2.1	PRCAC enquiry re UAV MOP 065
	C 2.2	P Vaughn, MAAA card enquiry/ change
	C 2.3	Bronze Wings enquiry from Luke Saul, GCAC
	C 2.4	Peter Pine, enquiry re Electric events for the Nationals.
	C 2.5	Paul Fishenden, enquiry re setting up a new club
	C 2.6	Mark Fenlon, enquiry re MASNSW membership
*	C 2.7	Greg Clark, request for assistance re Navy/CASA investigation
*	C 2.8	(x 3) Brian and Stephen Green re Editorial policy for heavy models.
**	C 2.9#	Peter Coles re application for Luskintyre 2012
	C 2.10	Ari Palsson, replacement card
	C 2.11	PRCAC enquiry re Australia day flying display approval
	C 2.12	Joe McGuffin, Large Scale Racing at the MAAA Nationals
	C 2.13	Information re starting a new club
	C 2.14	Bob Tomlinson, information re heavy model inspector
	C 2.15	CLAS nationals report for MAAA
**	C 2.16#	Peter Coles re issues with MAAA MOP 19, 24.12.11
	C 2.17#	Peter Coles to President MAAA, 24.12.11
	C 2.18#	Peter Coles to President MAAA, 24.12.11
	C 2.19	Steve Wenban, Glider Instructor Enquiry
	C 2.20#	Peter Coles to MAAA President, 29.12.11
	C 2.21	Geoff Kemp ACTAA Secretary re Peter Coles/MAAA President
**	C 2.22	Michael Ford OH&S enquiry at Flying Field
	C 2.23#	Peter Coles response to Geoff Kemp
	C 2.24	Club location enquiry (forwarded to Registrar for action)
	C 2.25#	Peter Coles and Dill Davies AWA communication.
**	C 2.26	Stuart Brackley, COMSOA – Large Model Training
	C 2.27	Steve Wenban WSSS, slope bronze wings enquiry
**	C 2.28	Alan Lowe, MAAA 2012-12 Nationals Glider events
**	C 2.29#	Peter Coles request for copy of the insurance policy (x 2)
*	C 2.30	Alan Lowe – Glider Sub Committee report

- C 2.31 Enquiry from Tom Churchill 71550 re gold wings
C 2.32 Jason Furness, OMAC Public Flying Display application
C 2.33# Daniel Devries, MAS NSW CASA Liaison Officer
** C 2.24 William Mansell, MAAA Nationals 2012-13 Scale events
** C 2.35 William Mansell, MASNSW Scale Subcommittee report
C 2.36# Brian Porman, WRCS, comment in relation to MOP 019 and CASA 101.410
** C 2.37 LOGO for the MAAA Nationals designed by CLAS
** C 2.38 Steve Wenban WSSS, request for greater involvement in glider Sub Committee (slope interests)
C 2.39 Peter Coles, notes of meeting with Tim Nolan 6 January 2012
C 2.40 Ian McLeay NASA , MAAA heavy model subcommittee report
C 2.41# Scope of MOP 019 and Public displays, enquiries from
WRCS and ASAC (see outwards Corro C 3.7)
** C 2.42 Martin Theobold, CVRCMAC – changes to OH&S legislation – volunteers
* C 2.43# Peter Coles – Luskintyre 2012 is cancelled, 14 January 2012
** C 2.44# Peter Coles – second request for insurance policy
C 2.45 Sam Legge, GCAC request for Bronze wings information
** C 2.46# Brian Porman, WRCS, further comments in relation to MOP019
** C 2.47# Stephen Green re Cobram Air Races
C 2.48 Membership enquiry from Suncoast Model Flyers
C 2.49# Christian Traders, disappointment and concern over cancellation of Luskintyre 2012
C 2.50# Response from MAAA to Christian Traders
** C 2.51# Brian Porman – further comments re MOP 019
** C 2.52 Basil Healy, MAAA National 2012-13 Old Timer events
* C 2.53# Peter Coles, re Luskintyre 2012 cancellation
C 2.56# Stephen Green, RCM News, enquiry re MASNSW flying Display definition
* C 2.57 Change of office bearer, Archville Eagles
C 2.58 Peter Coles, request for additional information re MAAA Insurance details
** C 2.59# Ari Palsson, comments on cancellation of Luskintyre 2012
C 2.60# Response from Peter Coles re Insurance details see M 1.16
C 2.61# Peter Coles advising that Luskintyre 2012 will run.
** C 2.62 Allan Whitby, CMAC Questions about the oldest clubs in NSW?
** C 2.63# Peter Coles Luskintyre will go ahead – Repeat
C 2.64 New Club at South Grafton
C 2.65# Peter Coles – illegal MOP019
* C 2.66 Stewart Brackley, Item 2.3 from November minutes Heavy Models
* C 2.67# Peter Coles Luskintyre Event to run, not as an MAAA event.
** C 2.68 Richard Knox, NSW Pattern Flyers Inc. MAAA Nationals 2012-13
* C 2.69 Than Stowe NSW FFS 2012 Nationals Proposal
* C 2.69 Bill Bland, ASAA Progress Report
* C 2.70 Ken Roberts, NSW Pylon Racing Club report.
** C 2.71# Brian Porman, WRCS, submission re MOP019
* C 2.72 Tom Collinge, RC Aerobatics Technical Sub Committee report
* C 2.73# David Forster, comments in relation to MOP019
C 2.74 John Kastelan, Blacktown Aeromodellers, Bronze wings log books
C 2.75 Bob Pearce, Foster Tuncurry MAC, MOP065 feedback on MAAA vote
C 2.76# Ken Hartley, GDA vote in support of MOP019
C 2.77# Hutton Oddy, NEMAC vote in support of MOP019
C 2.78# Bill Garrod, IMAC vote in support of MOP019
C 2.79# Dave Brown, Lithgow, vote in support of MOP019
C 2.80# Paul Roberts, COMSOA, vote in support of MOP019
** C 2.81 Joe McGuffin, Application for recognition of Large Scale Racing Club of Aust Inc.
* C 2.82 B Young, open letter on Gold wings and other RC pilot qualifications
- C 2.85 Received completed Large Model Permits to fly forms from the following:
B Hellar COMSOA, M Budden COMSOA, K Johnson CCMAC, T Small SSSFA,
P Cranden LMAC, Tony Martin WRCS, R Bowles BCRF, J Daly COMSOA,
D Tuffrey BMAC, J Mann PMAC, A Mann BCRCF, I Thompson EHMAC,
A Palsson EHMAC, J Storm COMSOA, R Searless COMSOA,
S Bardney WWMAC, A Angus GRASS, R Perett SMAC, A Turner SRCS
C Hodder SSSFA, T Collins Rebels, T Collins Rebels, T Collins Rebels,
P Collins Rebels, L Plaatjes WMMAC, A Zuger WRCS, D Lydford OMAC,
D Lydford OMAC, D Lydford OMAC, J Rolf NSWASAS, C Dyer Blacktown,
C Dyer Blacktown, R Smith Lithgow, D Marshall Goulburn, W T Mansell SAC,
R Ogle RAAFMAC

- C 2.86 Received Cancelled Large Model Permits to fly forms from the following:
A Mann BCRFC, R Bowles BCRCF, R Bowles BCRCF,
- C 2.87 Newsletters Received:
The Feral Flyer Newsletter
Bega District Model Club
NSWFFS newsletter <http://www.nswffs.com.au/ffjan.pdf>
- C 2.88 Received nomination/ applications for flying Instructors (Power, Glider, Helicopter)
Stephen McMahon WRCS Glider
- C 2.89 Received large model Inspector Applications
James Russ COMSOA 47923 FW25

Late Correspondence:

Correspondence Out:

To MAAA:

- M 3.1# Request for MAAA Insurance policy from MAAA – Peter Coles
M 3.2 Forward CLAS annual report and National’s Event Calendar
M 3.2 Forward NSW FFS MAAA 2012-13 Nationals Calendar

To other than MAAA:

- C 3.1# Peter Coles regarding proposed changes to MOP 019.
C 3.2 MASNSW members sitting on MAAA sub committees (reports required)
C 3.4 NSWFFS some RC club fields not registered with MASNSW
C 3.5# Peter Coles from President MASNSW re Luskintyre 2012
C 3.6 CASA Liaison Orange MAC Public Display Application
C 3.7 Email to ALL clubs re club flying event and Public Displays
C 3.8# Letter to Peter Coles re MASNSW support of Luskintyre
C 3.9 Advice on Half Year Memberships to MASNSW
C 3.10# Porman, Minty and others, clarification on Law –v- MOP’s
C 3.11# Email to all clubs re MOP 019, 17 January 2011
C 3.12# Response to Christian Trader re C 2.49
C 3.13# Stephen Green copy of item C 3.7 forwarded
C 1.14 Changes to MOP 058 circulated to all clubs
C 1.15# MOP updates on the MAAA website
C 1.16 Directors Blacktown Workers – MASNSW meetings at Parramatta Workers
C 1.17 Greg Cusack, DMAC gold wings clarification

Business Arising from Correspondence:

The correspondence was grouped into three sections and dealt with by group, those being:

- 1 MAAA Nationals reports and submissions
- 2 MASNSW special Interest Groups and Sub Committee reports
- 3 General Items.

Moved: HMAS second: PRCAC Carried

Reports: Treasurer: Bob Bishop

Cheque Account #3259

Opening Balance	\$135,158.28
Income	\$4,291.74
Expenditure	\$7,538.96
Balance as at 1 December 2011	\$132,417.24

Accounts for payment	cheque	amount
Weston Publishing	1792	\$1,180.00
MAAA	1797	\$1,755.00
MAAA	1799	\$1,080.00
I Group Australia	1801	\$1,090.57
Orange Model Aero Club	1802	\$50.00
Agenda Printing costs	1803	\$52.92

Secretary Expenses	\$516.26
President Expenses	\$96.10
State Field Expenses	\$693.75
Treasurers Expenses	
Registrars Expenses	\$210.80
Newsletter Editor	\$248.10

Business Arising from the Treasurers Report: NIL

Moved: HSL second: CVRCMC carried

Reports:

President

Bob Carpenter

I would like to take this opportunity to welcome everyone back following the Christmas break. The weather this summer has not been good for flying and we can only hope that it will improve to allow us to enjoy our time at the field.

You will notice on the events Calendar that the 24th March MASNSW will be hosting the Car Boot Sale that was postponed from last November. I would like to thank the RAAFMAC club for once again providing the venue. As the planning proceeds we will provide all information direct to the clubs via email as well as the next monthly MASNSW meeting.

At our Annual General Meeting in May the executive will be looking for nominees to assist in the secretarial duties. I would like to take this opportunity to request that if you have a desire to be involved in the administration of Radio Control Modelling in NSW that you consider nominating. Please contact either myself or any member of the executive for further information. The executive of MASNSW is working as a well-oiled machine and the reward in knowing that you are making a difference gives us all a great feeling.

In my last report I asked for suggestions on ways of communicating to members. I would like to thank Robert Budniak for his input. I will take the information on board for future development.

Vice President/ Secretary

Tim Nolan

It has been a very busy period since the last meeting, significant progress on the Nationals front, and subcommittee reports.

The 2012-13 Nationals being hosted in NSW is the first time the Radio Disciplines have been held at different times to better coincide with the calendars of the Special Interest Groups. There is no specific Nationals Committee charged with managing the entire event.

The various Special Interest Groups have all replied indicating when the various Nationals events will be held. I would like to thank them all for their help in pulling this together as this information is required to the MAAA Secretary by COB 10 February 2012. An integrated calendar will be published in next newsletter (April) with the minutes to assist members to plan which events they would like to participate in.

It is the view of the Executive that the Special Interest Groups manage each event as they see fit, the negotiation of fields and prizes etc are at the discretion of these groups. MAAA and MASNSW funding will be available to assist in running the events. Details of this and the allocations will be advised when the details and numbers of events are finalised.

The Executive is available to assist any groups that may need extra assistance or advice.

Registrar

Dave Lewis

Current Year		New to System	Last Year
Seniors	2200	213	1609
Pensioners			473
Juniors	96	27	101
No. of Clubs	93		95
Total Membership	2296	240	2183

Chief Flying Instructor

Bob Carpenter

Welcome back to 2012. It gives me pleasure to announce that we have two new Helicopter Instructors from the last course held in November of last year. Congratulations to Ben Burrell from RAAFMAC and Philip Chadd from HMAS.

Our next instructor’s course will be held at Hawkesbury on the weekend of the 5/6th May. This will follow our normal structure of being an Instructors course and workshop. I have a couple of nominations at the moment but we welcome further nominations. To become a new instructor you need to have Gold Wings in your particular discipline and be nominated by your club. Existing Instructors can self-nominate to refresh their knowledge of instructional techniques and procedures and I also welcome observers from club executives.

There will only be selected numbers of observers allowed as the primary reason for the course/workshop is for Instructor training. At this course we will have the capacity to present to Fixed Wing/ Helicopter and Glider Instructors. So please contact the Secretary Tim Nolan with copies to me. Email addresses are available in the newsletter.

State Flying Field Secretary/PRO

Steve Norrie

A new lease has been finalised with for the whole property less that which is reserved for MASNSW member’s exclusive use

There is an infestation of a noxious weed known as St Johns Wort in the back paddock; we are currently investigating means by which to combat this. I will be working closely with the lessee to resolve the problem.

It has been suggested that a mezzanine viewing area be erected in the shed and that a shower be installed, I have commenced discussion re these matter’s with the council. They have suggested several contractors in the Cootamundra area who would be able to complete any such a project. The council is currently preparing an estimate for improvement of the runways.

The Cootamundra Aeromodellers Association has completed the installation of a new 4.8m gate at the north end of the pit area for large aircraft access.

There are currently five bookings for the year one each for February & March and three in October.

The entry roadway improvements are underway, with the first layer in place. This has already reduced the amount of dust generated by vehicular traffic.

Estimates have been requested for the provision of irrigation to the operational area (runways, taxiways and pit area).

Motion to accept the Reports as printed be received.

Moved: WRCS

Seconded: CVRCMC

carried

Other Reports: These reports have been received from the various sub committees (both MASNSW and MAAA).

Education Report – Annual Report

Mike Close

The main role of the Education Sub Committee has been to oversee operation of the Education scheme in their State and coordinate the distribution of Delta Darts to support it.

This is frustrating to me as Chairman as I believe that the Education Scheme can be greatly enhanced. I have ideas both from the USA and the UK. Unfortunately I have not had time to pursue this as I would have liked although the first stage of gaining consensus of the purpose of the Education Program is about to be issued. This follows the format of the agreement that was reached at the start of the Instructors Weekend which I think greatly contributed to the constructive outcome achieved.

I would like to continue in this role at least until the Education Program is relaunched as I believe that I have a lot of background information and ideas to contribute. After May 2012 I will have significantly more time to follow this through.

Technical Radio Sub Committee MASNSW Annual Report

Mike Close

The TRSC continues to be one of the most active Subcommittees. During the year myself and two other members of the committee have evaluated six radio systems for suitability for recommending to the MAAA Executive that they be added to the accepted list in MOP058. At this stage four have been added. Correspondence has also been exchanged with other manufacturers and importers.

A major investigation was carried out on the remains of a crashed aircraft, that caused serious injuries, after another report had indicated that the receiver had no range due to the installation. The investigation on both the crashed receiver by Bill Kent and an extensive check of an identical model by me failed to corroborate the original finding.

The TRSC is about to consider the Park Flyer restrictions on 2.4 GHz for AWA.

In addition the MAAA Secretary passes on average at least once a month an enquiry from a member that does not slot into a previous answer or the FAQ section on the Web Page. I usually answer these myself but can get advice from others if needed.

I would like to be able to continue in this role and would offer myself once again as Chairman.

Glider Subcommittee

Alan Lowe

I have only been the NSW representative on the MAAA Gliding Subcommittee for a short time. What I am aware of in terms of the Subcommittees activities and where I have been involved in reviewing are listed below.

Primary focus has been on the establishment of a suitable achievement scheme for gliding aspirants. A draft of the Slope Soaring Bronze scheme is expected to go to the MAAA Executive in January 2012. This will be followed by a Glider Instructors Manual, which was in final draft but now needs to be aligned to new format as per Fixed Wing (Power) Manual. Work is in progress on Bronze Thermal scheme and this will be followed by Gold schemes for both disciplines.

There has been a significant redraft of the MAAA Australian Open Thermal Rules to bring it into line with recent overseas developments and the rules used locally. We expect this can go to the MAAA Exec in January 2012.

Scale Subcommittee

Bill Mansell

During 2011 considerable scale activity has occurred in NSW.

Major events include

- Temora Scale Invitational November 4, 5 & 6; and
- Wagga Anzac Weekend April 22, 23 & 24

NSW scale flyers have also been involved in scale rallies [at:-](#)

- Orange
- Bowylie
- Tamworth
- Camden

The NSW Scale Aircraft Society Inc. has also held five rounds of Advanced and Open Scale Competition and various NSW locations together with State Competitions covering:

- F4C

- Large Scale
- Stand Off Scale

Judges Training

On January 5, 2011 NSW Scale Aircraft Society Inc. held a full day judging school for both flyers and judges of scale competitions. We were assisted by the Victorian Scale Delegate, Noel Whitehead, in the presentation of this course. It is proposed that the course will be repeated during 2012.

Points for Discussion

1. During 2012 the Victorian and NSW Scale Associations are proposing to hold an interstate competition, the venues possibly being Albury or Wagga Wagga. Hopefully details will be finalised within the next month.
2. **Scale World Championships**
These are being held in Spain in August 2012. Regrettably no NSW Scale Flyers were available for this competition. Selection trial was to be held after the Shepparton Rally in September 2011. Selection trials were not necessary as only two Victorian Flyers had registered for participation.
3. **2013 Nationals** - It is proposed that the NSW Scale Aircraft Society Inc. will run the Nationals scale competition. Neither timing or location has been finalised but an outlined program has already been submitted to MASNSW by John Rolfe, President of the NSW Scale Aircraft Society Inc. [Copy of the outline is attached] Currently it is proposed that the Scale Nationals will cover all aspects of scale flying including:-
 - F4C
 - Large Scale
 - Stand Off Scale
 - ARF Scale (flying only)

Also we need to consider if Control Line Scale will be held at the same time and venue. Contact will be made with the Control Line Society re this.

NSW Scale Aircraft Society Inc. in conjunction with its Victorian counterpart will be endeavouring to finalise location and timing during the first quarter of 2012.

NSW Representative to the MAAA Technical Sub Committee for R/C Aerobatics Thomas Collinge

Progress report for the Calendar year 2011

The past year has seen a small number of important Technical issues distributed by the MAAA Technical Sub Committee.

1. The suggestion that all competition aerobatic models using electric power should be fitted with an external circuit breaking device to easily disconnect the energy source from the drive train components.
This has been adopted by all Australian Aerobatic Associations
2. The suggestion that all competition aerobatic models using electric power should demonstrate to Contest Directors that the controlling transmitter reduces the motor revolutions to zero when the "failsafe" feature is employed.
This has been adopted by all Australian Aerobatic Associations
3. The suggestion that all aerobatic competition sites have available a suitable fire extinguisher for the control of electrical fires.
This has been adopted by most Australian Aerobatic Associations

These are the matters that have come out of the MAAA Sub Committee for R/C Aerobatics.

Australian Scale Aerobatics Association (ASAA) Bill Bland

Over the past twelve months the ASAA has seen a steady increase in numbers of members which has been made up of all ages. Competitions have been run in every State except Tasmania. The latest to come online and to now have its own representative is the Northern Territory with the support of the ASAA, we are sure to see the NT thrive and grow in numbers.

The ASAA Champions were crowned at a meeting in Bendigo, Victoria in November which was attended by a number of Kiwis. Also in November the ASAA held its annual AGM with a new committee being elected. All of the Committee Members are contactable through the ASAA web site <http://www.scaleaeros.com.au>.

The elected committee are as follows:

President – Nakia Brewer
Vice President – Michael Paul
Secretary – Bill Bland
Treasurer – Andy Thomas
Contest Director – Simon Eyles
Safety officer – Luke Brodrick
Merchandise – Brian Stenberg
NSW/ACT State Rep – Norm Frazer
QLD State Rep – Michael Paul
SA State Rep – Mike Holmes
Vic State Rep – Paul Barnard
WA State Rep – Bill Bland
Webmaster – Nakia Brewer
Newsletter Editor – Steve Richardson
NT State Representative – Lee Hunt

Once again, monthly meetings will be held over Skype, as Committee Members are from far and wide.

During 2011 some of our members travelled internationally to compete and all achieved a good result at some major events. The standard of Australian aerobatic pilots is of a high calibre and is proving to be some of the best in the world. The ASAA has, and will be, looking at new and beneficial ways to run some of its bigger events, as numbers are increasing at competitions, the pressure is on to get more flying into some short weekends.

The implementation of a new scoring system is another major step forward for the ASAA.

SAM 1788

Basil Healy

Regarding the activities of the Old Timer sub-committee there has not been any need for action in the past year as 2013 is not a rules review year

NSW National 2013 Reports The following reports outline planning for the 2013 NSW Nationals

Glider Nationals

Hutton Oddy & Alan Lowe

Gliding Nationals proposal for 2013. This event will be conducted by a combination of NEMAC and HSL. An email from NEMAC is included below.

It is proposed to hold this event over 3 days with a fourth day set aside if any electric events are to be included. I believe Peter Pine has contacted you in regard to the electric gliding events being held in conjunction.

The following information is provided for your information.

The 2013 Gliding Nationals will be held in conjunction with the 2013 Armidale Gliding Expo.

There is a separate proposal to have the 2013 Gliding Nationals be part of the selection trials for the 2014 F3J team which is with the MAAA Gliding Subcommittee but I do not expect to have this approved as a similar proposal was rejected at Jerilderie in June this year.

Discipline: Australian Thermal (aligned to proposed new Australian Thermal rules), F3K discus hand launch as per FAI F3K rules. These are definite, other events may be added if requested.

Will this be a World Championship team qualifier event? Under consideration by MAAA Gliding Subcommittee.

Location: Armidale

Dates: 26 - 28 January 2013, but can add a day either side if required.

Contact details, Contest Director:

Australian Thermal CD: Alan Lowe mobile: 0416 207 251, email: alan.e.lowe@gmail.com

F3K CD: Hutton Oddy mobile: 0425 285 758, email: hutton.oddy@skymesh.com.au

Accommodation Availability: No onfield accommodation but plenty of alternatives in Armidale - refer to Armidale accommodation guide

Assistance required from MASNSW:

Below is list of costs that will be incurred. Any assistance in covering these costs would be greatly appreciated.

1. Field Preparation - slashing = say \$600
2. Toilet Hire = ~\$400 for 3 days
3. Trophies
4. CASA clearance = \$80

Please let me know if any additional information is required. All parties (representatives from HSL and NEMAC will be attending the Armidale Expo on 26 January) and will be available to discuss any concerns raised then.

F3A Pattern

Richard Knox

I am pleased to respond to your request of 13 Dec 2011 and our recent phone conversation on behalf of the New South Wales Pattern Flyers Inc. on our initial plans for the conduct of the F3A Pattern discipline as part of the 2013 MAAA Nationals.

As the Special Interest Group in MASNSW we are very keen to make the event interesting, of top standard, and attractive to competitors from across Australia, and perhaps NZ and others in our region.

In responding directly to your questions:

- a. The Discipline is F3A R/C Aerobatics, and will include all classes, Masters, F3A, Expert, Advanced and Sportsman. F3A and Masters classes may be combined if less than 3 Masters class entries are received.
- b. This will NOT be a World Championship team qualifier event. The qualifications event is the APA Masters held earlier in the year.
- c. We have two Clubs who have agreed to host a three day MAAA Nationals event. Our prime location is at the Charles Kingsford Smith MAC at Pitt Town. The second Club is IMAC at Wollongong, and we nominate this Club as our alternative should there be any difficulties closer to the event at Pitt Town, such as accommodation shortages etc.
- d. The dates are for a three day event on 26, 27, and 28 April 2013.
- e. As Secretary, I will be the contact for the MAAA Nationals for the time being. We anticipate forming a Sub Committee closer to the Contest, and may have a dedicated person then. The Contest Director will be our President, Tom Collinge.
- f. Accommodation availability is always an issue, close to the ANZAC Day weekend. There is excellent accommodation in the area, and we intend to approach venues to see if block bookings and discounts can be arranged.
- g. Assistance from MASNSW. The following are initial thoughts and suggestions:
 - Dollar assistance, including \$10.00 per head per day for Field rental, plus catering costs, grass cutting, poles and stay lines (one set), sun shelters hired for judges, and a marquee.
 - Possible financial assistance to bring in one or two internationally qualified judges to the event to bolster our self-judging regime used at our normal events.
 - RAAF clearance to 1000ft for four days, the day before the event and the three days of the event. If this becomes an issue, then we have IMAC as the alternative.
 - Adverting/promotion of the event throughout Australia and our region.
 - Assistance with caps, trophies etc with the 2013 MAAA Nationals logo (if there is to be one).
 - Evening activities assistance for the interstate (and possible international) competitors and guests, with a dinners location and perhaps a prominent quest speaker (eg a recent world champion).
 - Presentation of trophies ceremony.

We have a number of questions that need to be addressed by MASNSW in due course. Those that we have discussed to date are:

- a. What are the administrative arrangements for the MAAA Nationals? Is MASNSW coordinating entries, entry fee collection, standardised trophies, memorabilia such as MAAA Nationals 2013 caps, T shirts etc that normally are available when the Nationals are held as a single event?
- b. Will there be a MASNSW management overlay that we work to, or will we be totally responsible to the conduct of the event as though it was one of our own like the NSW State Championships?
- c. What sponsorship if any does MASNSW intends to seek?
- d. In essence, what are the administrative and operational arrangements envisaged, and what will be the division of responsibilities between MAAA, MASNSW and the NSW Pattern Flyers Inc?

We look forward to being involved in the development, planning and conduct of the 2013 MAAA Nationals, and await your instructions.

SAM 1788

Basil Healy

At a telephone conference of the committee of SAM 1788 it was decided to hold the Old Timer events of the 2012 - 2013 Nationals concurrent with the Free Flight events at Narrandera (not Narromine as advised in your email) over the period 3-1-2013 to 8-1-2013. Events to be run will be as follows:-

- Texaco
- Duration
- Gordon Burford
- 1/2A Texaco
- Nostalgia
- 2cc Old Timer
- Standard Duration
- 38 Antique
- Vintage Glider
- Tomboy and Cardinal Event

We will handle entries and administer the flying of the events but will require trophies to be provided or a cash advance to purchase them. Who gets to take the entry fees? MASNSW or SAM 1788?

Scale Proposal yet to be received in soft copy for insertion.

Awards: Applications received for the approval of MAAA Fixed Wing Power – Bronze Wings:

Shaun McLean	SRCS	73803
Bruce Stanley	SSSFA	73559
Joseph Evans	DMAC	73663
Greg Moss	Grafton MAC	73805
Eugene Frizza	SSC (Sunset Soaring)	71401
Steven Thurkett	SSSFA	73955
Peter Black	SSSFA	73609
Adam Hunt	SSSFA	73953
Ralf Storek	SSSFA	73796
Jacob Steele	LMMAC	73857
Clive Kersall	SNMAC	25291
Geoffrey Jones	SNMAC	32181
Gavin Jones	SSO	73905
Richard Cook	IMAC	73964
Richard Cook	IMAC	73562
Andrew Alexander	SSC	49234
Garry Morehouse	SHMAC	73816
Bill Day	SNMAC	71404
Colin Rook	BAC	67017

Applications received for the approval of MAAA Fixed Wing Power – Gold Wings:

Don Farman	SSSFA	67012
David Tibbitts	SSSFA	67132
David Churchill	DMAC	57557
Stephen Weatherstone	SSSFA	32331
Simon Eyles	WWMAC	67162
Jeff Besnard	SSSFA	67278
Roger Perrett	SMAC	69598
Jacco Stikkelorum	HEMFC	73766
Greg Cusack	DMAC	71258

Applications received for approval for MAAA Fixed Wing Power Instructors

No applications received

Applications received for Approval of Commercial Model Aircraft Flying Instructors:

No applications received

Applications received for the approval of MAAA Helicopter - Bronze Wings:

Kevin McEvoy	SSSFA	71378
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Applications received for the approval of MAAA Helicopter - Gold Wings:

No applications received

Applications received for approval of MAAA Helicopter Instructors

Ben Burrell	RAAFMAC	42226
Philip Chadd	HMAS	25176

Applications received for the approval of MAAA Glider – Bronze Wings:

No applications received

Applications received for the approval of MAAA Glider – Gold Wings:

Ivan Bremer	SSA	73691
David Beaumont	SSSFA	69364
Don Costelloe	QFS	17746
Tim Nolan	ROW	24307

Applications received for the approval of MAAA Glider Instructors:

Moved: SSME	second: NSW SAS	carried
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MAAA Inspector Approvals/ Applications:

FW25 Applications:

Jason Russ	COMSOA	47923
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Heavy Model FW 25 Inspector Approvals

Nil received

Heavy Model RW 25 Inspector Approvals

Nil received

Giant Model FW 50 Inspector Approvals

Nil received

Giant Model RW 50 Inspector Approvals

Nil received

Gas Turbine Inspector Approvals

Nil received

MASNSW POINT SCORE COMPETITION AWARDS 2010:

The following Clubs/Organisations have qualified for the \$ 50.00 Reward for submitting Point Score Events results within four weeks of the event being run.

Submitted by Dave Lewis:

NSWSAS	Scale	Orange	Dec 2012
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General Business:

The first item of General Business is:

The next Business Meeting of MASNSW will be held at the Garden Terrace Room, Workers Parramatta, 163-165 George Street, Parramatta on the 9 March 2012 . The meeting to commence at 8.00pm, (2000hrs), All Members, Observers, and Visitors are welcome.

Item - inwards Correspondence C 2.82

Open letter from Mr Bob Young,

The President asked Bob to speak to the meeting on his letter it is published below for consideration and reflection by the membership in light of the discussion earlier in the evening.

Mr Bob Carpenter.

10/2/2012.

Dear Bob,

As you are most probably aware, I have spent most of my life working towards a dream and that is to see some part of the Model Aircraft Movement become part of the Aviation Industry. That dream is about to become a reality with the advent of the small Remotely Piloted Aircraft Systems (RPAS) becoming a valuable addition to commercial aviation.

This move is being formalised as this letter is being written with CASA and various Government bodies working towards putting into place the mechanisms for the granting of Level 1 Remote Pilot Licences (RPL).

What you are also most probably aware of is that I have been working closely with CASA in helping to prepare some of the groundwork for this historic event and I thank the people at CASA for granting me this opportunity. It has been a very interesting and rewarding experience.

From my early moves in the mid-Seventies to establish the Silvertone Flying School for R/C Model Aircraft and the formalising of that project by handing it over to RCAS the NSW State R/C body at that time (1982), through to my endeavours to introduce RPVs into the Australian Military in the late 1970's and my current efforts with the Silvertone Flamingo, I have never lost sight of that dream.

To my mind the Unmanned Aircraft Industry offers the very best career path for young R/C modellers. Over the years I have watched many of my R/C students progress through to careers in Military and Civil aviation, a very big step in learning and Skills. However the Unmanned Aircraft industry is a very natural progression and indeed much of the early small RPA history stems directly from an R/C model background.

When I first starting working with CASA, I consistently tried to have the MAAA Gold wings standard introduced as the entry level skill set for CASA's RPA level 1 RPL. I was consistently knocked back on this proposal which puzzled me at the time. Over time however I have come to realise that the UA industry can find very little value in MAAA members. This has saddened and disappointed me.

Time and again in conversations with UA employers I have heard the same complaints, a low level of disciplined piloting skill but by far the most common and serious complaint is about attitude. As one employer recently pointed out that during a recent search for two Autonomous Helicopter Pilots he interviewed about 40 prospects many from the MAAA. Over and over he found that the MAAA members wanted to tell him how to fly with comments such as "I can fly a helicopter inverted and backwards so there is nothing you can teach me."

This is not what the owner or guardian of a \$300,000 dollar autonomous helicopter, tasked by CASA to provide a high level of discipline, skill and safety in their pilots, wants to hear. As a consequence this employer chose two completely unskilled people from a mechanical engineering background, choosing instead to train them from the ground up, instilling into them the company policy from the outset. Thus two well paid, very interesting jobs were lost to MAAA members.

So where does the problem stem from for MAAA members? Mostly from the fact that R/C flying is a fun pastime and Modellers go to the flying field to get away from work pressures and disciplined situations and they are only too happy to escape and let their hair down while flying.

This is not the sort of approach desired by CASA. That organisation is first and foremost a safety based Organisation and everything that CASA does is aimed at a safe outcome achieved by applying rigid discipline and a high level of organisational skill.

There are however other problems inside the MAAA system or more correctly at least I should say MASNSW the current NSW Governing R/C body as this is the area I have most contact with, know most about and which pioneered much of what is now MAAA Operational Procedures.

When I implemented the Wings system into RCAS in the early 1980s there were three levels (Bronze, Silver Gold). The main aim of the Wings system was to provide R/C flyers with a framework for incentive and a set of goals to work towards. The ultimate aim being that the Bronze wings were to provide a safe solo standard. Silver a competent flyer and Gold Wings were to be presented at the highest level capable of R/C flyers to achieve. There was also a Diamond stud achievement award available to special interest Gold Wing flyers.

Over time this has been degraded to two levels (Bronze and Gold). Added to this there has been a slide in the standard of Instructors with very few (if any trainee instructors being failed upon examination. I have kept a close eye on this situation and have been concerned for some time at the falling standards. This is not the situation I envisaged back in the early 1980s.

To your credit Bob, you have taken steps to improve the standard of instructor training and this is a most important move and the first I hope in a series of steps to a higher standard of flying within the MASNSW clubs.

Now we are left with the question of how do we reconcile the needs of CASA and make MAAA more attractive to the UA industry?
Do we even want to do that?

My position is that we do or should in at least a small corner of the MAAA organisation.

Thus what I propose is the following:

- (1) That a special interest group be introduced with the view to training young flyers to the entry standard required by CASA and CASA approved UA flying schools. I believe there have already been moves towards an MAAA RPAS sub-committee.
- (2) That some instructors be trained in this area, again to CASA entry level requirements.
- (3) That a special set of wings be designed and allocated to graduates of this group. Possibly Platinum or Gold with engraved bar.

For years we have all discussed the declining numbers of young flyers in the R/C movement so now is the chance to offer young people a valuable set of skills and to instil into them a sense of dedication and discipline.

I am prepared to offer my services for a period of 12 months as a Flying Instructor (UA) as a contribution towards this aim.

I trust you will find that this letter has some merit.

Regards,

Bob Young.

RCAS CFI No 1

Being no further business before the meeting, the meeting was declared closed at: 11.00pm