

WAMASC Newsletter

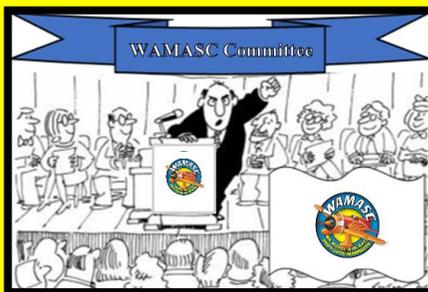


October 2020

FAI Sporting Licence



WAMASC Committee



OH&S at WAMASC



Friendly Reminder



should any individual have anything at all they would like to contribute, share or add to this newsletter, please feel free to contact the [editor](#) through the [Club Secretary](#) via ✉ secretary@wamasc.com.au – enjoy

FAI Sporting Licence

On Saturday the 29th of August 2020 – WAMASC held its AGM where the [AWA President](#), **David ROSE**, attended as a guest, and addressed those in attendance. Much subject matter was covered with a little being lost in translation amid the cacophony of multiple voices.

In particular he mentioned that the [MAAA MOP's](#) (Model Aeronautical Association of Australia, Manual of Procedures) were in the process of re-write and how this will have a 'knock-on' effect within the Sport of Aeromodelling hopefully making it safer for all.

Much is intertwined in our sport, but I will address and start with your **FAI Sporting Licence** by simply asking – what does it mean to you?

Most don't even ponder that question. Whilst an exceedingly small minority take its ownership very seriously. I raise the question to point out some very pertinent facts with what comes with holding such a piece of documentation. Firstly, to obtain your licence you must display your

proficiency, skill, and knowledge in a [safe](#) manner to an [MAAA Instructor](#) who will, by the grace of God, give you a pass so that you may fly [solo](#). Unfortunately, this can be the start of where things can go horribly wrong with many rushing off to purchase their first **warbird** or **large-scale aircraft** – its not the best thing to do when first stepping away from a training platform (trainer) and most struggle with an aircraft far above their pay grade and ability.

This scenario causes an expedient learning curve that many master with many a lesson well learnt. There is still much to be learnt about dihedral effect, wing positioning and wing types on aircraft. They all have their nuances and react and fly so differently to one another. That is what



makes our sport so great and what it is all about. With this in mind it would be prudent to surmise that holding a FAI Sporting Licence for any type of RC aircraft is, in fact, of greater significance than that of holding a licence for an automobile. It is very true that a car (automobile) can be a lethal weapon in the wrong hands. But it certainly cannot bring down a passenger aircraft with hundreds of people on board.

Each time we fly a propeller driven aircraft we are basically flying a high-powered mower or paper shredder without a catcher or safety surround. With great things comes great responsibility. One has to be extremely responsible for their actions when in control and flying RC aircraft. But 'Houston' – we still have problems. Just think; should you commit an offence such as speeding in your car, you will be fined and lose demerit points. Continue to do so and you will eventually lose your license all together.

As you progress through life you have to cross the 'I's' and dot the 'T's' to continue to hold that licence constantly performing eye and health test checks at certain age(s). Should you have a stroke, a medical episode of some form, or your eye sight diminish to a point deemed unsafe for you to hold that licence then your licence will be revoked. This does not hold true within the sport of Aeromodelling and is an unsafe oversight at this point of time and is in dire need of being addressed.



In the Aeromodelling world of RC once you have obtained a licence – it is for life.

To amplify this point there is currently no means, at this time, of removing a persons licence once obtained and re-visiting the point made above – I assure you that there are many out there flying who are actually deemed clinically blind or have some other ailment that makes them very unsafe to do so.

This means at this present time the onus is on the individual to pull back on the reign when he/she is aware that they can no longer perform at the same level of competency that they used too – but one must be, and has to be, frightfully honest with themselves to do so.

Any Club worth its salt has a clause written into its **By-Laws** or **Rules of Association** where they can prevent someone unsafe flying. However, this does not prevent that person from picking up stumps and moving on to another alternate location and a Club where the same behaviour will just continue.

As mentioned, as we speak, the long process of re-writing the **MAAA MOP's** (Model Aeronautical Association of Australia, Manual of Procedures) continues – it is a long and laborious choir. Those documents and rules that govern us are referred too as '**living document(s)**' meaning that they will change, be amended, and updated constantly – a simple fact that is governed by the times and operational environment of our sport. In time things will change and improve, but it does take time and a lot of work to better the situation.

External intervention such as the COVID-19 Global pandemic have certainly thrown a spanner into the works slowing the process. But I will guaranty that within the next two years the process will be in place too remove a persons **FAI Sporting Licence** – a requirement needed to ensure safety remains paramount.

Can you help in any way – you bet – just follow protocol, set the example, and do the right thing when flying or when present at the club. Don't be afraid to give feed-back. The sport doesn't and cannot exist without you.

In the interim our own **SFI** (State Flying Instructor), **Steve CORAM**, will continue with the clean up of **MAAA Instructors** who do not fit the required criteria which has caused many an issue with some personnel being given their wings proficiency beyond their means. This **re-evaluation** (re-assessment) of MAAA Instructors will hopefully set a minimum required standard for the future of Aeromodelling and make it safer. This is, of course, is also an arduous task and one that will be resented by many in our fraternity. The MAAA have now, due to the COVID-19 pandemic, extended the date for re-assessment of all MAAA Instructors to the 01st of July 2021 – failure to undergo said re-assessment will result in the loss of rating. Unfortunately; due to changing times, there



are some MAAA Instructors who have been left behind and are now stuck with antiquated ways and means of doing things with little aeronautical knowledge. Sure, many are great flyers, some are not, who have been left behind over the years needing to be brought up to speed with regard to the now present safety protocol(s) in the 2020 Aeromodelling environment.

The adage of stating that ‘**holding a drivers licence is a privilege and not a right**’ will eventually ring true and be the same for a **FAI Sporting Licence** – we do the same, after all, for an automobile or commercial aircraft licence.

This oversight has gone on for far too long and is not done out of malice or to make our sport harder – it is being done to make our sport safer for everyone as our sport evolves with the times.

Furthermore, I reiterate the knock-on effect this has caused with many pilots having been granted their wings proficiency who were sub-standard – many Clubs are now having to clip the wings of those individuals who are un-safe and, at the very least, make them fly with a ‘**buddy box**’ which is a little embarrassing for all concerned as it ties up training resources, time, and people who could be doing other things.

If you are or wish to step up to the plate and take on the responsibility of becoming a Club Trainer (that is someone training another to fly), please be mindful that the sport of Aeromodelling is not just about flying. I implore you to please pass on the safety aspect of our sport. Be mindful of height restrictions, where you can fly and operate etc. Set a good example. If you don’t know something – ask or find out; help is never far away. You will gain a lot of respect in doing so.

Remember to practice safe protocol at all times. In the world of aviation there is always something just waiting to catch you out. The picture, adjacent right, depicts a large-scale RC **B-17 Flying Fortress** complete with **Chuck YEAGER**’s **Bell X-1** underslung taking off at a show.

The aftermath was not pretty with it crashing into the bewildered crowd of onlookers in attendance.

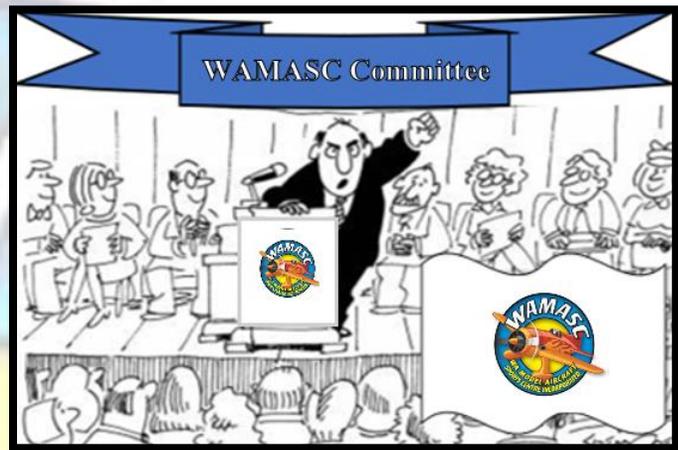
That aircraft simply lost its right aileron on take-off due to hinge failure (although the photographic image is somewhat blurred the right wing clearly displays the missing aileron) – should a pre-flight check (inspection) have been carried out prior to flight the accident would have been negated.



WAMASC Committee

As mentioned in the previous article WAMASC held its AGM on Saturday the 29th of August 2020. FYI – that meeting saw the election of the following members to said positions on the committee:

Chairman	Peter (Pedro) BALDREY
Vice Chairman	Michael SONNEMAN
Secretary	David COLLETT
Treasurer	Eric BEVAN
CFI	Michael CUERDEN
Heli Co-Ord	Carmelo FAZIO
Control Line Co-Ord	Trevor LETCHFORD
PR Co-Ord	Piero FAZIO
Maint Co-Ord	Harvey TREZISE



Please note that the committee are still a little light on the ground and that there are positions still available for anyone with the desire to assist.

For any inquiries or further information please do not hesitate to make contact with any of the above mentioned.

OH&S at WAMASC

During the **WAMASC AGM** the subject matter of attending the Field on your own was raised citing the obvious safety risks in doing so. This caused much heated debate on the day as many members regularly attend the Field on their own post work or on any other occasion that they can squeeze in.

The **MAAA**, ergo **WAMASC**, have a '**Duty of Care**' and **responsibility** to their members with regard and respect to adhering too laid down and set policy that already exists. This simply means that we must, as in any work place or environment, obey, follow, and abide by the laws set down through legislation within our state.

That said most **OH&S** (Occupational Health & Safety) aspects tend to fall within the scope of 'common sense' – yes; there may very well be a rule or regulation somewhere covering said, but most things will and are pretty obvious to the layperson. It can also be very confusing with the titles of said OH&S laws in Australia varying – the '**Occupational Health and Safety Act**' being the most commonly known. It may also present itself under other titles such as: '**Work Safety**', '**Workplace Health and Safety**'; or '**Occupational Health, Safety and Welfare**'. Note that all jurisdictions except Victoria and Western Australia have implemented the model legislation.

Much like MOP's no one is expected to know everything written about OH&S – it is, in fact, an absolute mine field when navigating ones way through all the legalities of what to do and what not to do. In answer to the question raised at our AGM and to put everyone's mind at ease the **MAAA** was contacted for clarification on this matter (whether one can attend the Field alone) with the **AWA President** being tasked to comment on the policy



to WAMASC. This was done to ensure that a member did not contravene his/her insurance cover and that there was no come-back directed at the Club should a person injure themselves during that time of attendance.

In short – **one can and is very much allowed to attend the Field on their own**. It is only a **recommendation** by the **MAAA, AWA and WAMASC** that you do so with a ‘buddy’ in tow for safety reasons.



One cannot police or control a person wanting to attend the Field alone. We (WAMASC) however, do ask that you please ensure that you have a working phone on you at all times and let others know of your movements.

Please be mindful that we have now entered summer and our snake friends are now awakening from their hibernation slumber, extremely aggressive, cranky and full of venom in search of something to munch on – this does not preclude the fact that one can be snake bit at any time of the year should you stand on one. Please take care when operating (starting etc.) aircraft we have had a spate of injuries of late due to severe propeller lacerations’. Accidents do happen and occur – we want to see you safe and sound at the Field.

Friendly Reminder

During the past few months there have been numerous reminders passed on to individual(s) operating rotary-wing aircraft at WAMASC re not placing out the required ‘**safety cones**’ when flying.

Please be mindful that this is a requirement to show that a helicopter (or another type of rotary-wing device) is being flown or operated and that that area is active.

It also prevents members from inadvertently performing an unsafe act by ‘over flying’ the rotary-wing operations area when active (being used) should they attempt to use the North-South runway No 17 – the **orange safety cones** dictate that that runway is closed for use.





SAFE FLYING

“Flying has torn apart the relationship of space and time: it uses our old clock but with new yardsticks”

Charles A. Lindbergh