



## NEWSLETTER – October, 2017

### Committee 2017/2018

<i>President:</i>	Fred Eggleston	(0418 596 113)
<i>Vice President:</i>	Graeme Allen	(0418 534 983)
<i>Treasurer:</i>	Nick Katsikaros	(0438 559 985)
<i>Secretary:</i>	Nigel Newby	(0408 420 794)
<i>Ordinary member 1:</i>	Peter Evans	(0438 643 949)
<i>Ordinary member 2:</i>	Murri Anstis	(0413 353 739)

### Officers

<i>Returning Officer:</i>	(The Secretary)
<i>Public Officer:</i>	(The Secretary)
<i>Publicity Officer:</i>	Graeme Allen (0418 534 983)
<i>Safety Officers:</i>	Murri Anstis (0413 353 739) Roger Carrigg (0437 842 277)
<i>First Aid Officer</i>	Nigel Newby (0408 420 794)
<i>Newsletter Editors:</i>	Roger Carrigg (0437 842 277) Glenn White (0412 641 188)
<i>Field Maintenance:</i>	Murri Anstis (0413 353 739)

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Note the meeting location.

The next general meeting is to be held at the **Eastwood Street Leisure Centre in the Canteen**, on Wednesday November 22<sup>nd</sup> commencing at **7.30PM** (Turn left after entry to the Complex, and the Canteen is on the left again). **Don't forget to bring a plate for supper.**

### Agenda Items for the next meeting

1. Trawalla Estate Update
2. Strategic Plan Development and discussion
3. Field Maintenance
4. Burrumbeet Airstrip
5. Display Day 2018
6. VFSAA scale day

### Graham Waterhouse in Hospital

Most members will have heard Graham has been in hospital for a couple of weeks for a course of treatments for his stomach cancer.

Over the last week several club members have been to visit him. Roger, Graeme and I (Glenn) saw him last Wednesday afternoon; he was out of bed and was quite cheerful, we must have spent the best part of an hour with him. Following on from our visit, Murri went in late Thursday, while Fred & Jeff went in late Friday.

From what we saw he seemed to be going reasonably well but I am sorry to convey that things have taken a turn for the worse and now Graham is gravely ill. His doctors think that the cancer has spread to his brain.

June has been in touch with Fred, Murri & Roger by sms to let us know that Graham is to be transferred into Gandarra Palliative care this week. She also thanked the club members that had visited him in the Base hospital. June has also suggested that it would be better if he had no more visitors as he becomes very confused when he wakes.

Its sad news I know, but I am sure all the club members are wishing Graham and June all the best during these difficult times.

### Points of interest from the last meetings

*Extract of newsworthy items from the minutes of the September & October meetings starting with September.*

*Note: Some events/activities may have concluded or been modified as circumstances change.*

#### 7. Reports:

a) Committee of Management: Nil

b) Other – President's actions from August meeting: -

- Deep cycle battery to trickle charge mowers: following discussion with Paul Ruddle it was decided that an extra battery was not required for now.
- Purchasing policy: now that Nick is back the President will convene a Committee meeting to finalise the draft policy.
- Club Marquee: researching the options and will report back in October.

#### 8. General Business:

- a) Trawalla Estate Update - Nil
- b) Strategic Plan Development – Will be resent to members and ask for any contributions, to be included for discussion at the next general meeting.
- c) Field Maintenance

- Murri presented a proposal for finalising paving the alfresco area. Glenn has sourced pavers and a decision was made to purchase light concrete pavers, 450x450mm, from Reece Plumbing Supplies. Moved by Graeme Allen and passed unanimously.
- Much has been done at Trawalla;
  - A club member's notice board is available & will be put up.
  - Extra picnic style table/seats have been made by Murri and assembled with some assistance from his unskilled workers and they are looking good.
  - Bluestone dust and sand will be picked up and laid on the weekend to complete the base for the pavers.
  - Electric fence additions are ready to go
  - Additional plough shears to mark the runways may be available from a property owner known to Murri.
  - Mower fuel stores are low.
  - White lines on the runways are gone after recent heavy rains, probably no need to replace them.
  - Containers have been cleaned and shelving put up.
  - Graphite in locks to be done.
  - Weeds to be sprayed.
  - Water filters are now fitted to the tanks and are functional.
- Saturday 7<sup>th</sup> October before Scale Day working bee required preparing the Trawalla field.
- Thanks to Brendan Walker for the use of his compactor on the alfresco area.
- d) Burrumbeet Airstrip
  - Burrumbeet flying site – Fred spoke to Paul Brumby from the race club. He said the plan is to cut and bale the grass in early December. After that we should be able to mow a flying area. It's too wet to do anything now.
- e) Asset Register –

Now essentially complete, items will be added to or removed from the spreadsheet as required. The club asset's depreciation value and their insurance cover needs to be calculated and included.

- f) Display Day 2018
  - Jeff edited and updated old checklist and sent it to the Secretary.
  - To help prepare please bring to the next general meeting any information from past display days, such as canteen data, advertising etc.
- g) Ballarat Aero Modellers Haddon indoor flying – First and third Wednesday evenings of the month (7.00pm to 9.30pm). Season has been extended to include October and possibly November as well. Next year they hope to fly every month from February through November. This is a very enjoyable and relaxed form of flying with great company and some accomplished modellers.

*The third Wednesday of October 2017 commences at 6.00pm with a BBQ.*

## 9. Other Business:

- VFSAA scale day 8/10/2017 - catering etc. Looking for people to help with the catering. Once Scale Association let us know likely numbers to order amounts. Secretary will contact Noel Whitehead for information.
  - Family Day Bunnings 21/10/2017 – No further information from Bunnings as yet. Flyers to handout are required; possibly we also need some tables.
  - Software has been developed for pylon racing which sounds an alarm if a defined line is crossed. This could possibly be something BRMFC could use (along boundary fence line)? Nick will further investigate its feasibility.
10. Meeting closed at 8.35pm – Next meeting date is 25<sup>th</sup> October 2017.

*Extract of newsworthy items from the minutes of the October meeting. Note: Some events/activities may have concluded or been modified as circumstances change.*

## 7. Reports

### a) Committee of Management:

- The VFSAA request to reschedule their day was agreed to, and will be on November 19th 2017 at the Trawalla field.
- Bunnings Family Day went well. Held inside the store with various models displayed, trainer, slope soarer, speed thingy, mini scale biplane and a scale helicopter. A video of different model aircraft flying, which ran on a loop, was continuously shown using a laptop and large monitor (thanks to Nick). A reasonable level of interest was shown from the public with many questions asked, although no one asked "how high?" they did ask "how fast?" and "how much?" It was later indicated by Bunnings we might be able to have a table at another time, which may be particularly useful just prior to the Display Day.

## 8. General Business

### a) Trawalla Estate Update – Nil

### b) Strategic Plan Development – discussion included;

- An update to our website is overdue. Replace outdated information and put up more recent photographs for instance. It was appreciated this was a big task, Jeff and Graeme offered to assist Roger.
- Attend local schools to promote the hobby to the younger demographic was suggested. This would be a reasonably involved task liaising with the schools and may involve the appropriate checks and qualifications (working with children as an example). No definitive subjects/presentations were discussed.
- Our Facebook page is under-utilized.
- Link in with other groups (car clubs, sporting clubs etc.) via their Facebook pages.
- Convene a Committee meeting on Wednesday 1st November 2017 to develop the plan.

## c) Field Maintenance

- Pavers in the alfresco area have now been completed and look great. Congratulations to Murri, Roger and all others involved.
- Mowing is required weekly at the moment.
- Marking, edge defining etc. is an ongoing task.

d) Burrumbeet Airstrip – Fred spoke to Paul Brumby, the grass, which was sown by a contractor, will be slashed in early November, after which the strip maintenance can be attended to.

e) Asset Register – completed.

## f) Display Day 2018

- Graeme checked on the Display Day signs' refurbishment costs using patches. Signarama for updating 4 signs gave a quote of \$58.06 each for the address plus \$35.78 each for the date, a total of \$489. Alan Burns Signs quote was \$150 for vinyl overlays for 4 banners. We actually require a total of six for the existing banners.
- Display Director and Flight Line Director need to be appointed for the 2018 Display day – Display Director Graeme Allen; Flight Line Director Max Rowan. Thanks guys.....
- A flyer needs to be developed and distributed
- Meeting for those involved to be held at Fred's place on Wednesday 1st November at 7.30pm.

## 9. Other Business

- Ballarat Aero Modellers – suggestion to have an inter-club flying day to increase the fellowship between the two clubs. Currently the indoor flying evenings at the Haddon hall have proved a success. The BAM's normal flying day is Saturday, whereas ours is Sunday. An invitation will be sent to their members to join us at Trawalla for a day's flying with a BBQ provided by BRMFC.
- Ararat club has an upcoming 2-day 'Fly-In' event, 4<sup>th</sup> & 5<sup>th</sup> November. There is an open invitation to MAAA registered members. Should be a great day and all members are encouraged to go along if able.
- Christmas Dinner – Friday 15<sup>th</sup> December possibly, for example at the Robin Hood, Peel Street. This will be arranged and members informed once a booking has been made. *(A booking has since been made at the Queen's Head Hotel. See further on in newsletter.)*
- Purchasing policy – confirmed and removed from draft form. Carried unanimously.
- Marquee – researched by Fred, local stores and Melbourne investigated. Fred gave a number of options from local and Melbourne based companies. Discussion ensued on size, quality and uses. Moved by Jeff Dowsley, "The BRMFC purchase a 3x3m yellow marquee with metal hinges and club logo for \$899 from "Outdoor Instant Shelters". Motion carried unanimously.

- Following the meeting Nigel gave a brief overview of the club's new Automatic External Defibrillator (AED). A small instruction booklet detailing the AED's use is inside the case, which can be easily followed in an emergency. Please feel free to familiarise yourself with the AED but we ask you not to peel back the cover on the defibrillator pads (as this will expose them to the air and will cause them to dry out). If any member should wish to run through its use please feel free to contact Nigel.

10. Meeting Closed at 9.26pm – Next meeting date 22<sup>nd</sup> November 2017



## VMAA/MAAA News

There have been some directives issued very recently from CASA affecting the operation of remotely piloted aerial vehicles which encompasses model aircraft.

Going by the information that has been passed around via the VMAA there has been some heated discussion between the MAAA executive and CASA over the new directive CASA 96/17. The following is the letter from the MAAA Secretary.

*Dear Members,*

*Following a week of frustration which included several heated phone calls between CASA and myself, the MAAA Executive are pleased to receive the Explanatory Statement and Exemption EX 156/17. (Attached) This Exemption is against operations near controlled aerodromes and operations above 400ft, as stated in Directive CASA 96/17.*

*It is considered that the exemption returns the normal club operations back to where they were prior to the directive CASA 96/17.*

*In issuing the exemption it has to refer to MAAA operations within our MOPs. Attached are [MOP004](#) Ceiling Height Extension and [MOP061](#) Policy Model Near Full Size Aerodromes which have been amended [with] CASA's wording, in section 5A of both documents. These MOPs are live on the MAAA website.*

*This wording is locked in and requires CASA approval to amend it which will also then require a new Instrument to be issued. The wording is nothing more than what clubs would/should do in the normal safe operations and adds an additional visible buffer for clubs and members in the event of any changes to model flying requirements which may be handed down in the future.*

*Operations within 1nm of an aerodrome is an addition and if State Associations have any clubs operating within this distance, please ensure that the club has the necessary Letters of Agreement and the club is made aware of the requirements under the Exemption.*

*Clubs are to be congratulated for their patience over the last week or so and CASA remarked that it was surprised that*

clubs took the high ground based on the letter issued to the MAAA President following the release of the Directive. CASA were informed that the safety culture and caution which exists within the MAAA would always be demonstrated in such a way and CASA should well remember this when dealing with our Association.

As MAAA moves towards Part 149, this exemption will be carried forward in our Exposition locking the operations in place.

Could you circulate this to your clubs immediately please? Details and links will also appear on the MAAA Facebook.

Have a good weekend.

Regards

Kevin Dodd MAAA Secretary

The directive CASA 96/17, exemption CASA 156/17 and an explanatory statement are included at the end of this newsletter for your information. (Looks like CASA issue more exemptions than directives!!!)



### Goin's on at the Field

#### AFL Grand Final W/E

On the way into Beaufort on the Sunday after the AFL Grand Final (1<sup>st</sup> October), the traffic got down to a crawl a few km's out. Mostly Crows supporters with their tails between their legs!!! Never seen it that busy before. On the way back to the field it appeared 4 out of 5 cars had SA plates.



Really heavy traffic going into Beaufort on the Sunday after the AFL Grand Final.

#### Laying the Pavers

Following the decision at the September meeting to purchase the 450x450 lightweight concrete slabs, work commenced shortly after with Murri at the helm. Two trips from Reece's plumbing on the back of Murri's Ute had the 120 slabs on site and I went out on Wednesday to give Murri a hand unloading and laying them hence the photos.



The all-important preparatory work getting the area flat ready for the slabs to be laid. (Sunday 1<sup>st</sup> October).



The slabs from the first trip on Tuesday 3<sup>rd</sup> October. The pallet of 60 weighed just on 1 tonne. (Wed 4<sup>th</sup> October).



Once we got into a groove it didn't take all that long to get them. The main problem as expected was the variation in thickness which meant a bit of selecting which one went where to keep the overall finish as level as possible.



Most of the slabs had been laid by midday with the few that required cutting in remaining for the following Sunday. (Wednesday 4<sup>th</sup> October.)



Murri finished off laying the pavers that needed cutting in on Sunday 8<sup>th</sup> October and then finalized the job the following weekend. (Photo taken 8<sup>th</sup> October.)



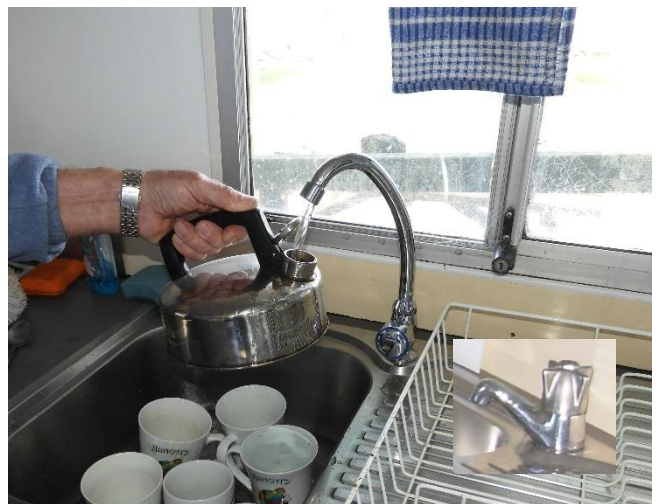
Secretary Nigel was sweeping the blue metal dust in between the slabs and wetting it in to help bed them down.



Paul and Ricky also popped in on the day to lend a hand. The mounting bracket for the Defibrillator machine was fitted inside as well as the outside sign on the post. (Wednesday 4<sup>th</sup> October.)

### Kitchen Tap

The tap in the kitchen was too difficult to get a kettle under to fill so we had been looking around for a suitable replacement. The old style taps are hard to get now with most being the mixer disc types – one with a longer neck would have been adequate. Glenn & I went to Reece’s plumbing and after being shown about three taps which were not suitable for our installation, they suggested a caravan tap. It was exactly what we were looking for and fitted without any change to the existing plumbing. The water tank installation doesn’t provide much head so one that has minimal pressure drop was needed. It’s a disc type and only requires ¼ turn. The down side is the outlet is higher which effectively reduces the head but it works quite satisfactorily for what we need.



It took a bit of finding a suitable replacement tap for the old style one (inset). A caravan tap proved to be the ideal solution. (Photo taken on Sunday 8<sup>th</sup> October.)

### Defibrillator Machine

The Automatic External Defibrillator (AED) was acquired recently, substantially financed through the MAAA club grants scheme. It has been mounted on the back wall of the kitchen opposite the entrance door, so it can be easily found

if needed (hopefully not of course). The external sign has been attached to one of the outside posts.



The AED has been mounted on the kitchen wall opposite the entrance door.



This is what it looks like opened and ready to use.

At the last meeting our secretary Nigel Newby who is a paramedic explained the operation of the unit to the members present. The unit has been designed in such a way that it can and is intended for non-trained people to use but it doesn't hurt to familiarize oneself in advance.

From what Nigel explained fibrillation is when the heart goes into an erratic rhythm and is therefore not pumping as it should. The process of defibrillation actually stops the heart so it can hopefully start again normally. That's my understanding of it in layman's terms!!!



### Tips & Tricks

#### Binding Hitec Aurora 9 Tx & Rx.

We had an interesting time a couple of Sundays ago trying to bind a Hitec Aurora 9 Transmitter with an Optima 9 receiver. The Aurora 9 Tx has the plug-in 2.4GHz module at the back whereas the later Aurora 9x is built in. Seems a simple enough task, if you can't remember how, just follow the instructions in the Tx instruction manual.

We followed the directions in the Tx instruction manual but could not get it to bind. Depress the button on the module and while holding in select ready to transmit on front screen then release the button; the blue LED then flashes. Paul Ruddle got involved and pointed out the one step we missed and no mention of in the Tx instruction manual and that is you have to depress and hold the button again until the red LED flashes.

Blue LED flashing means the TX is in binding mode for Minima receivers while the red LED is for Optima receivers. Once the red LED was flashing it bound correctly. The instruction sheet that comes with the Optima 9 receiver and shown below details the correct steps.

Non-telemetry RXs (MINIMA & MICRO Series)		Telemetry RXs (OPTIMA Series)	
<b>1</b>	Press and hold the button on the module, and turn on the transmitter.		
<b>2</b>	Release the link button.		
<b>3</b>	Check if BLUE LED is blinking. If RED LED is blinking, press the link button for 2 sec., so that LED changes to the BLUE.		<b>3</b> Check if RED LED is blinking. If BLUE LED is blinking, press the link button for 2 sec., so that LED changes to the RED.
<b>4</b>	Press and hold the link button on Receiver and turn on the power.		
<b>5</b>	Both RED, BLUE LEDs will blink rapidly to find the transmitter signal. Release the link button when RED LED on receiver glows steady.		<b>5</b> Release the link button.
<b>6</b>	When the link is completed, BLUE LED on the module will blink while BLUE LED on the receiver glows steady.		<b>6</b> When the link is completed, BLUE LED on the module will blink while RED LED on the module glows steady. For receiver, both BLUE & RED LEDs will glow steady.
<b>7</b>	To save the setting, please reboot both transmitter and receiver.		
When they are turned on again, RED LED on the module (or radio) and BLUE LED on the receiver will glow steady.		When they are turned on again, you can hear continuous beep sound. Both RED LEDs on the module and receiver will glow steady in normal status.	

The binding steps that are part of the instruction sheet supplied with the Optima 9 receiver.

*Failing Rubbers – by Nick Katsikaros*

*Nick has been kind enough to pass on some of his thoughts and experiences for tips & tricks.*

I've been flying the Boomerang lately, with the excuse that I want to have it ready to give visitors a fly, but the real reason is that it's a barrel of low-care-factor fun. Low tech two stroke trainers are pretty simple but I've learnt or remembered a few things that I think are worth sharing.

1. The coloured rubber bands available from Officeworks, although very decorative, are not suitable for powered aircraft. The fuel and UV combine to have them popping in short order. The photo shows what happened to new rubber bands after 2 flights and being left in the sun for an hour. On gliders some colours seem ok while others barely last a flight. The natural rubber type are a much safer bet.
2. At one stage while flying the Boomerang it seemed like something was wrong with the elevator; if I pulled up gradually it would raise the nose then jump up suddenly as if I'd given it full up. On landing I realised the rubber bands had lost strength and were allowing the leading edge to lift during manoeuvres, resulting in a violent climb. Always check you have enough rubber bands by pulling up at the leading edge; you shouldn't be able to lift the wing away from the fuselage.
3. Glow engines (especially 2 strokes) have a lovely habit of covering the model in oil. Rubber exhaust extensions often work to get the goo away from the plane but just as often are not quite long enough, rob the engine of too much power, or fall off mid-flight. I have tried a number of fixes but the latest and most successful is a 20mm aluminium pipe, plugged at the top with 6mm balsa and CA, wired to the fuse, with the exhaust sealed into its entry with Teflon tape and CA (or silicon tubing). The large diameter allows a longer length to be used without choking the motor so now I have very little oil on the model after a day's flying.



*Nick's custom exhaust extension to deflect that messy oil away from the airframe.*



**Events**

*Indoor Flying*

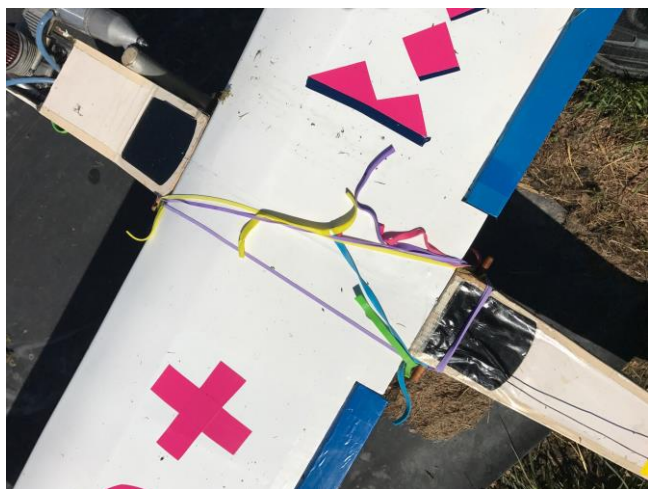
Wednesday 18<sup>th</sup> October was a popular night for the indoor flying at the Haddon Hall with 18 flyers present. Being the last night for the year it was preceded by a sausage sizzle starting at 6PM put on by the Ballarat Aero Modellers with BYO drinks. Many thanks to BAMI for putting on the BBQ, it was most enjoyable and appreciated.



*I was a bit slow taking a photo of the festivities; many had adjourned inside to start flying.*



*As you can see there was quite a large group for the night.*



*Cheap rubber have always had the potential to turn out quite expensive!!! Ed.*



Graeme's Fokker D7 about to take off.

I believe the indoor flying starts again in February 2018.

**BUNNINGS Community & Family Fun Day**

BUNNINGS BALLARAT held a Community & Family Fun Day on Saturday, 21<sup>st</sup> October between 10AM and 2PM.

BRMFC participated in the Bunnings Family Day on Saturday 21<sup>st</sup> October.

This turned out to be an excellent promotional activity for the club and Coordinator Kellie plans a similar activity next year.

On arrival we were pleased to find our table was situated inside on the main thoroughfare with access to mains power allowing us to run a video presentation.

Our display was backed by the club banner [draped over stock] and included a glo powered helicopter [Nigel] ,Nick's Dynamic Soaring glider and pylon racer, a small electric trainer [Fred ], an indoor biplane [Murri] and Peter brought his flying wing, transmitter and a balsa kit [not enough room for the PC 21 !]



Fred and Nigel talking to an interested passer-by.

We had a steady stream of interested people and lots took away our info sheet [thanks to Roger for the updated version], with one person at least taking an application form.

Nick's videos of club activities and dynamic soaring created a lot of interest. Perhaps my wing camera efforts not quite so impressive!

Thanks to all those that came along and especially to Roger for the planning/liasing. I certainly think it was a worthwhile activity.



The community stands were set up alongside the aisle as you walk down toward the garden section from the main entrance. Just opposite the paint area going by the sign.

And by the way, if you are interested to come along next year, each bod got a free cup of coffee and a packet of crisps courtesy of Bunnings!

Fred Eggleston,  
President BRMFC.



**Coming Events**

**Mosskosh Annual Fun Fly Ararat – 4<sup>th</sup>/5<sup>th</sup> Nov**

The Ararat & District Model Aircraft Club is holding their annual Mosskosh event, so named in honour of the late Moss Heard who was a staunch member of the club for many years. The field is located near the corner of Warrak and Warrayatkin Roads. You can get on to Warrayatkin Road from the Western Highway but it is 4km of unsealed surface so it might depend on whether your car needs a wash or not. Otherwise into Ararat and back along Warrak Road. The entrance is off Warrak Road maybe 100m from Warrayatkin Road intersection.



Hopefully a few of our members will be able to make it on at least one day, most likely the day with the better weather forecast.

**VFSAA Scale Comp at Trawalla – 19<sup>th</sup> November**

The event scheduled for October 8<sup>th</sup> was cancelled a couple of days prior to the event as a result of low entries due to the forecast bad weather.



The event has been rescheduled for Sunday November 19<sup>th</sup>. Hopefully the weather gods will be kinder this time around, but it's possible the event may get cancelled again. Fingers crossed it works out this time.

If the event proceeds the club will run the canteen as usual and will need some helpers so stay tuned.

**Hamilton Fun Fly – 25<sup>th</sup>/26<sup>th</sup> November**



**HMAC FUN-FLY WEEKEND**

Sat & Sun 25<sup>th</sup>-26<sup>th</sup> Nov

Bring along your modelling surplus to sell or

You are invited to the Hamilton Model Aero Club for the Annual Fun-Fly weekend and swap meet

On-site camping available at the field including hot

B.B.Q. lunch and refreshments available both day's

For more information enquiries and to RSVP to help us with catering call or email:  
 Phil: 0428 812093 [pinlewanda@live.com](mailto:pinlewanda@live.com) or Gav: 0428794201 [gavilzwale@gmail.com](mailto:gavilzwale@gmail.com)

Directions: 15km's South Hamilton-Port Fairy Rd, turn West onto the Branxhome – Byaduk Rd – 5km's along on the RHS

\*You must have current MAAA membership and radio certification to fly\*

The next club trip away event will be the annual pilgrimage down to Hamilton over the w/e of November 25<sup>th</sup>/26<sup>th</sup>. If you plan to go it would be a good idea to organize accommodation now. There is also ample room for onsite camping at the field of which many modellers from around the state and beyond take advantage of. So if you decide to camp you won't be on your own.

Many of us regularly stay at the Hamilton Lakeside Motel <http://hamiltonlakesidemotel.com.au/>

Hamilton Lakeside Motel  
 22-24 Ballarat Rd  
 Hamilton Victoria, 3300  
 Ph: (03) 5572 3757  
 Fax: (03) 5572 4010  
 E-mail: [admin@hamiltonlakesidemotel.com.au](mailto:admin@hamiltonlakesidemotel.com.au)

So far Wayne, Fred, Graeme & Roger have rooms booked and confirmed at the Hamilton Lakeside Motel.

**BRMFC Xmas Party Friday 15<sup>th</sup> December**



The Queens Head Hotel, corner of Humffray St North and Queens St North has been booked for 6:30PM Friday 15<sup>th</sup> December. It's still a little way off but handy to know in advance when it comes to organizing your busy Christmas schedule. It would be great to have as many there as possible. Numbers 'maketh' the night!!!



The Queens Head Hotel, corner of Humffray St North and Queens St North.

If going and please do, can you let the secretary know and how many, that way the booking can be confirmed with numbers a week or so beforehand.

**MAAA Nationals**



Celebrating

**80 YEARS OF NATIONALS**

1938  2018

The 70<sup>th</sup> MAAA NATIONAL MODEL AIRCRAFT CHAMPIONSHIPS.

23<sup>rd</sup>- 30<sup>th</sup> April 2018  
 WEST WYALONG NSW.

For interest I had a look on Google Maps, West Wyalong is about 300km due west of Sydney and 630km from Ballarat.



## Event Calendar

- Oct 7<sup>th</sup> (Sat.) Sunbury Annual Auction – Sunbury MAC
- Oct 8<sup>th</sup> (Cancelled) VFSAA Scale Comp – Trawalla, BRMFC**
- Oct 18<sup>th</sup> (Wed.) Indoor Flying at Haddon Hall 6 - 9:30PM – BAMI  
Starting at 6PM with a BBQ put on by BAMI for the flyers. BYO drinks.
- Oct 20<sup>th</sup>-22<sup>nd</sup> Albury Seaplane Weekend – TCMAC
- Oct 21<sup>st</sup> (Sat) Community & Family Fun Day – Bunnings Ball.**
- Oct 21<sup>st</sup>/22<sup>nd</sup> F1 Air Race Champs Canberra – NAAS
- Nov 4<sup>th</sup>/5<sup>th</sup> Mosskosh Annual Fun Fly Ararat – A&DAC
- Nov 11<sup>th</sup>/12<sup>th</sup> Scratch Build Scale Rally – P&DARCS
- Nov 18<sup>th</sup> Hayden Hampson and Frank Curzon  
Memorial Day – Yarra Valley
- Nov 19<sup>th</sup> (Sun.) VFSAA Scale Comp – Trawalla, BRMFC**
- Nov 25<sup>th</sup>/26<sup>th</sup> Hamilton Fun Fly & Swap Meet – Hamilton
- Nov 26<sup>th</sup> 1/2A Texaco, Burford, Duration SAM600  
Climb & Glide – Ballarat BAMI
- December 15<sup>th</sup> BRMFC Xmas Function (Friday night)**
- 
- Feb 25<sup>th</sup> 2018 Display Day – BRMFC Trawalla**
- Feb 25<sup>th</sup> 2018 Leura Fun Fly 2018 – CMAC
- Apr 21<sup>st</sup>/22<sup>nd</sup> 2018 VMAA Trophy Weekend




See the [VMAA Calendar](#) for all Victorian events.

That's all for now. Good flying.

G.W & R.C.

**Time for some Frivolity – the sealed section**

Note: If easily offended please skip this item. It contains adult themes, but no crude language or nudity.

	<b>Hugh Hefner (playboy founder) was 91 years old and had a 31 old girlfriend</b>
	<b>Silvio Berlusconi (ex pm of Italy) is 81 years old and has a 31 year old girlfriend.</b>
	<b>Digvijaya Singh (Indian politics) 70 years old and has a 34 year old girlfriend.</b>

**Moral :** Don't worry if you don't have a girlfriend. she probably Isn't born yet.

**105 year old lady's advice to us all**



**"For better digestion I drink beer. In case of appetite loss I drink white wine. In case of low blood pressure I drink red wine. In case of high blood pressure I drink scotch. When I have a cold I drink Schnapps."  
"When do you drink water?"  
"I've never been that sick!"**

*Welfare check:*

A guy walked into the local welfare office to pick up his check.

He marched straight up to the counter and said,

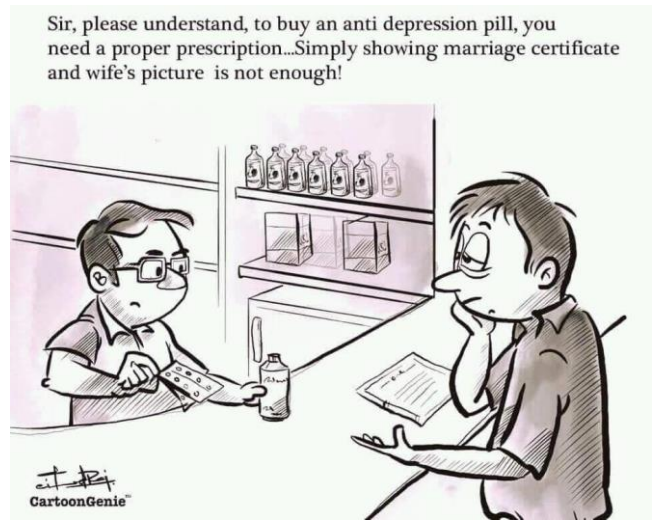
"Hi. You know, I just HATE drawing welfare checks. I'd really rather have a job."

The social worker behind the counter said,

"Your timing is excellent! We just got a job opening from a very wealthy old man who wants a chauffeur and bodyguard for his beautiful daughter. You'll have to drive her around in his 2011 Mercedes-Benz CL550 and he will supply all of your clothes. Because of the long hours, your meals will be provided. You'll also be expected to escort the daughter on her overseas holiday trips. This is rather awkward to say, but you will also have to, as part of your job assignment, satisfy her sexual urges as the daughter is in her mid-20's and has a rather strong sex drive."

The guy, just plain wide-eyed by now said, "You're bullshittin' me!"

The social worker said, "Yeah, well ... You started it."



*Marriage Counselling*

After 35 years of marriage, a husband and wife went to a therapist for counselling.

When asked what the problem was the wife went into a passionate, painful tirade listing every problem they had ever had in the years they had been married.

On and on and on: feelings of neglect, emptiness, loneliness, feeling unloved and unlovable - an entire laundry list of unmet needs she had endured.

Finally, after allowing this for a sufficient length of time, the therapist got up, walked around the desk and after asking the wife to stand, he embraced and kissed her long and passionately as her husband watched - with a raised eyebrow.

The woman shut up and quietly sat down as though in a daze.

The therapist turned to the husband and said, 'this is what your wife needs at least 3 times a week.

Can you do this?'

'Well, I can drop her off here on Mondays and Wednesdays, but on Fridays, I play golf.'

**Marvin**  
*(the male Maxine)*



A tight dress is like a barbed fence.  
It protects the premises.....  
without restricting the view.

**Marvin**  
*(the male Maxine)*



Marriage is the only war where  
you get to sleep with the enemy!

Now that you've had a few laughs the CASA directives that follow may be a bit easier to digest!!!





**Australian Government**  
**Civil Aviation Safety Authority**

Instrument number CASA 96/17

I, SHANE PATRICK CARMODY, Director of Aviation Safety, on behalf of CASA, make this instrument under the regulation 11.245 of the *Civil Aviation Safety Regulations 1998*.

**[Signed S. Carmody]**

Shane Carmody  
Director of Aviation Safety

17 October 2017

**Direction — operation of certain unmanned aircraft**

---

**1 Duration**

The instrument:

- (a) commences on the day after registration; and
- (b) is repealed at the end of 30 September 2020.

**2 Definitions**

*Note* In this instrument certain terms and expressions have the same meaning as in the *Civil Aviation Act 1988* and the regulations. These include: *aerodrome, AGL, authorisation, controlled aerodrome, micro RPA, model aircraft, movement area, remote pilot licence, RPA* and *RPA operator*.

- (1) In this instrument:

*helicopter landing site* means an area of land or water, or a defined area on a structure, intended to be used wholly or in part for the arrival, departure and surface movement of helicopters.

*non-controlled aerodrome* means a place that is:

- (a) a helicopter landing site not located at a controlled aerodrome; or
- (b) an aerodrome that is not a controlled aerodrome.

- (2) In this instrument, awareness that a manned aircraft is operating to or from an aerodrome is taken to exist where a reasonable person ought to have been aware that a manned aircraft is operating to or from the aerodrome.

**3 Application**

This instrument applies to the operation of unmanned aircraft of all kinds, except operation mentioned in subregulation 101.005 (3) of CASR.

**4 Directions relating to the operation of unmanned aircraft near controlled aerodromes**

- (1) I direct that a person must not operate an unmanned aircraft within 3 nautical miles of the movement area of a controlled aerodrome.



**Australian Government**  
**Civil Aviation Safety Authority**

Instrument number CASA 96/17

I, SHANE PATRICK CARMODY, Director of Aviation Safety, on behalf of CASA, make this instrument under the regulation 11.245 of the *Civil Aviation Safety Regulations 1998*.

**[Signed S. Carmody]**

Shane Carmody  
Director of Aviation Safety

17 October 2017

**Direction — operation of certain unmanned aircraft**

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- (1) In this instrument:

*helicopter landing site* means an area of land or water, or a defined area on a structure, intended to be used wholly or in part for the arrival, departure and surface movement of helicopters.

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- (a) a helicopter landing site not located at a controlled aerodrome; or
- (b) an aerodrome that is not a controlled aerodrome.

- (2) In this instrument, awareness that a manned aircraft is operating to or from an aerodrome is taken to exist where a reasonable person ought to have been aware that a manned aircraft is operating to or from the aerodrome.

**3 Application**

This instrument applies to the operation of unmanned aircraft of all kinds, except operation mentioned in subregulation 101.005 (3) of CASR.

**4 Directions relating to the operation of unmanned aircraft near controlled aerodromes**

- (1) I direct that a person must not operate an unmanned aircraft within 3 nautical miles of the movement area of a controlled aerodrome.

*Note* The designation of controlled aerodromes is made in the *Determination of airspace and controlled aerodromes etc.*, as in force from time to time, which is a legislative instrument revised and reissued by CASA approximately every 6 months. Controlled aerodrome information in the *Determination* in force at any particular time is also published by Airservices Australia in the *Designated Airspace Handbook*.

- (2) The direction in subsection (1) does not apply to the operation of an unmanned aircraft in accordance with any of the following:
  - (a) an authorisation (however called) or exemption granted under CASR that permits operation of the aircraft within 3 nautical miles of the movement area of the aerodrome;
  - (b) the approval of an approved area under regulation 101.030 of CASR;
  - (c) if the aircraft is an RPA operated by the holder of a remote pilot licence — the privileges and limitations associated with:
    - (i) the licence; and
    - (ii) the certification of the RPA operator that is conducting the operation.
- (3) The direction in subsection (1) does not apply to the operation of a micro RPA, tethered balloon or kite, unmanned free balloon, rocket or fireworks.

## **5 Directions relating to the operation of unmanned aircraft near aerodromes that are non-controlled aerodromes**

- (1) I direct that a person must not launch an unmanned aircraft within 3 nautical miles of the movement area of a non-controlled aerodrome if the person is aware that a manned aircraft is operating to or from the aerodrome.
- (2) If a person controlling an unmanned aircraft within 3 nautical miles of the movement area of a non-controlled aerodrome becomes aware that an aircraft is operating to or from the aerodrome, I direct the person controlling the unmanned aircraft to:
  - (a) immediately ensure that the unmanned aircraft is safely manoeuvred away from the path of the manned aircraft; and
  - (b) land the aircraft as soon as safely possible.
- (3) The directions in subsections (1) and (2) do not apply to the operation of an unmanned aircraft conducted in accordance with any of the following:
  - (a) an authorisation (however called) or exemption granted under CASR that permits operation of the aircraft within 3 nautical miles of the movement area of the aerodrome;
  - (b) the approval of an approved area under regulation 101.030 of CASR;
  - (c) if the aircraft is an RPA operated by the holder of a remote pilot licence — the privileges and limitations associated with:
    - (i) the licence; and
    - (ii) the certification of the RPA operator that is conducting the operation.
- (4) The directions in subsections (1) and (2) do not apply to the operation of a micro RPA, tethered balloon or kite, unmanned free balloon, rocket or fireworks.

## **6 Directions relating to the operation of unmanned aircraft higher than 400 ft AGL**

- (1) I direct that a person controlling an unmanned aircraft must not operate the aircraft higher than 400 ft AGL.

- (2) The direction in subsection (1) does not apply to the following:
- (a) the operation of a tethered balloon or kite in accordance with Subpart 101.D of CASR;
  - (b) the release of an unmanned free balloon in accordance with Subpart 101.E of CASR;
  - (c) the operation of a rocket in accordance with Subpart 101.H of CASR;
  - (d) the operation of an unmanned aircraft in accordance with:
    - (i) an authorisation (however called) or exemption granted under CASR that permits operation of the aircraft higher than 400 ft AGL; or
    - (ii) the approval of an approved area under regulation 101.030 of CASR;
  - (e) the operation of an RPA by the holder of a remote pilot licence in accordance with the privileges and limitations associated with:
    - (i) the licence; and
    - (ii) the certification of the RPA operator that is conducting the operation;
  - (f) the operation of a model aircraft in accordance with a written approval given by CASA for the purposes of this paragraph.

## **7 Directions relating to the operation of unmanned aircraft in the area of emergency operations**

- (1) I direct that a person controlling an unmanned aircraft must not operate the aircraft over an area where a fire, police, or other public safety or emergency operation is being conducted.
- (2) The direction in subsection (1) does not apply to the extent that a person in charge of the emergency operation approves the operation of the unmanned aircraft.

## **8 Directions relating to the operation of RPA near people**

- (1) I direct that a person controlling an RPA must ensure that the aircraft is not operated less than 30 m from a person unless the person has duties essential to the control or navigation of the aircraft.
- (2) For subregulation (1), the distance of 30 m is measured in every direction from the point on the ground directly below the aircraft.
- (3) The direction in subregulation (1) does not apply:
  - (a) to the operation of an RPA in accordance with an authorisation (however called) or exemption granted under CASR that permits operation of the RPA less than 30 m from another person; or
  - (b) if:
    - (i) the RPA is an airship; and
    - (ii) the airship approaches no closer to the second person than 10 m horizontally and 30 ft vertically.

## **9 Directions relating to the operation of a single RPA or model aircraft**

- (1) I direct that a person controlling an RPA or model aircraft must only operate 1 aircraft at a time.
- (2) The direction in subregulation (1) does not apply to the operation of an RPA or model aircraft in accordance with an authorisation (however called) or exemption granted under CASR.





## Australian Government

### Civil Aviation Safety Authority

Instrument number CASA EX156/17

I, SHANE PATRICK CARMODY, Director of Aviation Safety, on behalf of CASA, make this instrument under regulations 11.160 and 11.245 of the *Civil Aviation Safety Regulations 1998* and paragraph 6 (2) (f) of instrument CASA 96/17.

**[Signed S. Carmody]**

Shane Carmody  
Director of Aviation Safety

27 October 2017

**Exemption, approval and direction – operation of model aircraft –  
members of Model Aeronautical Association of Australia**

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**1 Duration**

This instrument:

- (a) commences on the day of registration; and
- (b) is repealed at the end of 30 April 2018.

**2 Definitions**

*Note* In this instrument certain terms and expressions have the same meaning as they have in the *Civil Aviation Act 1988* and the regulations. These include: *AGL*, *controlled aerodrome* and *model aircraft*.

In this instrument:

*MAAA* means Model Aeronautical Association of Australia Incorporated, ARN 578375.

*MAAA aircraft* means a model aircraft operated by an MAAA member in accordance with the MAAA Manual of Procedures.

*MAAA member* means a person who:

- (a) under the MAAA rules, is an affiliate member, associate member, honorary member or probationary member of the MAAA; and
- (b) has paid any membership fees payable to the MAAA in respect of the membership.

*MAAA Manual of Procedures* means:

- (a) the document published by the MAAA as MOP004 dated 27 October 2017; and
- (b) the document published by the MAAA as MOP061 dated 27 October 2017; and
- (c) other documents published by the MAAA as part of its Manual of Procedures with a “MOP” document title, that are not inconsistent with MOP061 and MOP004, as the other documents exist from time to time.

*MAAA rules* means the MAAA *Statement of Rules*, as the rules exist from time to time.

**3 Exemption — operation near controlled aerodromes**

For regulation 11.160, I exempt an MAAA member operating an MAAA aircraft from regulation 11.255 of CASR to the extent that the provision makes it a criminal offence for the member to operate the aircraft in contravention of the direction in subsection 4 (1) of instrument CASA 96/17.

**4 Approval — operation higher than 400 ft AGL**

For paragraph 6 (2) (f) of instrument CASA 96/17, I approve an MAAA member to operate an MAAA aircraft higher than 400 ft AGL.

**5 Direction — MAAA Manual of Procedures**

For regulation 11.245 of CASR, I direct MAAA not to amend, without CASA's prior written approval, any part of the MAAA Manual of Procedures published as document "MOP004" or "MOP061" that affects the operation of model aircraft:

- (a) higher than 400 ft AGL; or
- (b) within 3 nautical miles of a controlled aerodrome.

*Note* This instrument will be reissued to reapply any amended version of MOP004 or MOP061.

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## Explanatory Statement

### Civil Aviation Safety Regulations 1998

#### Exemption, approval and direction – operation of model aircraft – members of Model Aeronautical Association of Australia

##### Purpose

This legislative instrument gives an exemption, approval and direction with effect to permit certain model aircraft operations under the auspices of the Model Aeronautical Association of Australia Incorporated (the *MAAA*) that would otherwise contravene directions in instrument CASA 96/17.

##### Legislation

Section 98 of the *Civil Aviation Act 1988* (the *Act*) empowers the Governor-General to make regulations for the Act and in the interests of the safety of air navigation. Relevantly, the Governor-General has made the *Civil Aviation Safety Regulations 1998* (*CASR*).

Subsection 98 (5D) of the Act provides that a legislative instrument made under the Act or the regulations may apply, adopt or incorporate any matter contained in any instrument or other writing as in force or existing from time to time, even if the other instrument or writing does not yet exist when the legislative instrument is made.

Part 101 of CASR deals with the safety regulation of unmanned aircraft and rockets. Relevantly for present purposes, Part 101 includes the following Subparts:

- Subpart 101.B that imposes a general prohibition on the hazardous operation of unmanned aircraft
- Subpart 101.C that imposes a range of obligations in relation to the operation of unmanned aircraft generally
- Subpart 101.G that comprises specific provisions for the regulation of model aircraft.

The CASR Dictionary defines *model aircraft* as an aircraft that is used for sport or recreation, and cannot carry a person.

Regulation 101.030 makes provision for CASA to approve areas (*approved areas*) in which unmanned aircraft or rockets may be operated.

Relevantly in Subpart 101.C:

- regulation 101.070 prohibits a person to operate an unmanned aircraft higher than 400 feet (*ft*) above ground level (*AGL*) in controlled airspace except in an approved area for the aircraft and in accordance with air traffic control clearance
- regulation 101.075 prohibits a person to operate an unmanned aircraft above 400 ft *AGL* within 3 nautical miles (*NM*) of an aerodrome, or over an area that is the movement area or runway of an aerodrome or over an area that is the approach or departure path of an aerodrome, unless permitted under Part 101 or by a permission under regulation 101.080
- regulation 101.085 prohibits a person to operate an unmanned aircraft above 400 ft *AGL* except in an approved area or as otherwise permitted under Part 101.

Relevantly in Subpart 101.G, regulation 101.400 prohibits the operation of a model aircraft outside an approved area above 400 ft AGL unless the aircraft is kept in sight and is kept clear of populous areas.

Instrument CASA 96/17 (*CASA 96/17*) commenced on 20 October 2017 to give directions to regulate the operation of certain unmanned aircraft in the interests of safety.

Relevantly for present purposes, subsection 4 (1) of CASA 96/17 directs a person not to control an unmanned aircraft within 3 NM of the movement area of a controlled aerodrome. Under subsection 4 (2), the direction in subsection 4 (1) does not apply in respect of the operation of unmanned aircraft in accordance with an exemption under CASR that has effect to permit operation of the unmanned aircraft near the aerodrome.

In addition, subsection 6 (1) of CASA 96/17 relevantly directs a person not to control an unmanned aircraft higher than 400 ft AGL. Under paragraph 6 (2) (f), the direction in subsection 6 (1) does not apply to the operation of a model aircraft in accordance with an approval given by CASA for the purpose of the paragraph.

Subpart 11.F of CASR provides for the granting of exemptions from particular provisions of the regulations. Subregulation 11.160 (1) of CASR provides that, for subsection 98 (5A) of the Act, CASA may grant an exemption from a provision of the regulations. Under subregulation 11.160 (2), an exemption may be granted to a person or a class of persons, and may specify the class by reference to membership of a specified body. Under subregulation 11.170 (3) of CASR, in deciding whether to grant an exemption, CASA must regard as paramount the preservation of at least an acceptable level of aviation safety.

Regulation 11.205 provides that CASA may impose conditions on an exemption if necessary in the interests of the safety of air navigation. Under regulation 11.210, it is a strict liability offence not to comply with the obligations imposed by a condition.

Regulation 11.225 of CASR requires an exemption to be published on the Internet. Under subregulation 11.230 (1), the maximum duration of an exemption is 3 years.

Subpart 11.G of CASR provides for CASA to issue directions in relation to matters affecting the safety of air navigation. Under paragraph 11.245 (1) (a) of CASR, CASA may, by instrument, issue a direction about any matter affecting the safe navigation and operation of aircraft. Subregulation 11.245 (2) of CASR provides that CASA may issue such a direction if CASA is satisfied that it is necessary to do so in the interests of the safety of air navigation, if the direction is not inconsistent with the Act, and for the purposes of CASA's functions.

Under paragraph 11.250 (a) of CASR, a direction under regulation 11.245 ceases to be in force on the day specified in the direction. Under regulation 11.255, it is an offence of strict liability to contravene a direction under regulation 11.245.

### **Background**

The directions in CASA 96/17 provide for tighter regulation of certain unmanned aircraft operations in the interests of safety. CASA was aware that the directions would impact some operations of model aircraft conducted under the auspices of the MAAA, including flight within 3 NM of controlled aerodromes and higher than 400 ft AGL.

CASA has been consulting with the MAAA to address that impact and has reviewed the MAAA Manual of Procedures (the *MAAA Manual*) that aim to ensure that the operations of its members are conducted safely. Many MAAA officials are familiar with aviation operations and are competent to manage safety risks associated with the operation of model aircraft in a way that is less likely to be true for many other recreational model aircraft users.

In addition, available data discloses no incident involving the MAAA sanctioned operations higher than 400 ft AGL or within 3 NM of a controlled aerodrome. There is no data indicating that such MAAA operations create an unacceptable risk to aviation safety.

The instrument provides interim relief against the directions in CASA 96/17 pending the approval of approved areas under regulation 11.030 of CASR, which constitutes an appropriate mechanism to permit relevant MAAA operations but that cannot be implemented sufficiently quickly to avoid undue disruption to those operations.

#### **Details of the instrument**

The instrument applies with respect to the *MAAA aircraft* that is defined to be a model aircraft operated by an MAAA member in accordance with the MAAA Manual.

*MAAA member* is defined to be a person who is an affiliate member, associate member, honorary member or probationary member of the MAAA and who has paid any membership fees payable to the MAAA in respect of that membership. The different classes of membership are governed by the MAAA Statement of Rules, defined in the instrument as the *MAAA rules*. The defined term covers the range of individuals who can operate model aircraft under the auspices of the MAAA.

For subsection 98 (5D) of the Act, the classes of MAAA membership in the MAAA rules are incorporated into the instrument by reference. The MAAA rules sets out administrative procedures and governance arrangements for the MAAA organisation.

The MAAA Rules are incorporated as they exist from time to time and are freely available at <https://www.maaa.asn.au/images/pdfs/Statement-of-Rules-17-May-2015.pdf>

For subsection 98 (5D) of the Act, the MAAA Manual is also incorporated into the instrument by reference. The MAAA Manual sets out the procedures for all aspects of the operation of model aircraft under the auspices of the MAAA. In particular, document "MOP004" that forms part of the MAAA Manual sets out rules for temporarily increasing the maximum height at which model aircraft can be operated under the auspices of the MAAA. In addition, document "MOP061" that forms part of the MAAA Manual sets out rules for operation of model aircraft near aerodromes.

MOP004 and MOP061 respectively include special procedures for operation of model aircraft under the auspices of the MAAA: above 400 ft AGL, and within 3 NM of a controlled aerodrome. These documents are incorporated into the instrument as they exist on 27 October 2017. Restricting the incorporation of the documents as they exist on this date ensures that the special procedures are not changed without CASA's regulatory oversight.

The other parts of the MAAA Manual are incorporated as they exist from time to time. The other parts of the MAA Manual apply only to the extent that they are not inconsistent with MOP004 and MOP061, to ensure that the requirements of these MOPs are not displaced by later amendments to other parts of the MAAA Manual.

The MAAA Manual is freely available at <https://www.maaa.asn.au/documents-manual-of-procedures>.

Section 3 of the instrument provides an exemption to MAAA members against the offence provision in regulation 11.255 of CASR for breach of a direction given under regulation 11.245. The exemption is limited to the extent that the operation of an MAAA aircraft by an MAAA member would contravene the direction in subsection 4 (1) of CASA 96/17 in relation to the operation of unmanned aircraft within 3 NM of a controlled aerodrome.

Section 4 of the instrument approves an MAAA member, for paragraph 6 (2) (f) of CASA 96/17, to operate an MAAA aircraft above 400 ft AGL.

Due to the definitions in the instrument, the exemption and approval only apply if the aircraft is a model aircraft operated by an MAAA member in accordance with the MAAA Manual.

Section 5 of the instrument directs MAAA not to amend MOP004 or MOP061 in a manner that affects the operation of a model aircraft above 400 ft AGL or within 3 NM of a controlled aerodrome unless the amendment has CASA's prior written approval. This is to ensure that the special procedures for such operations published by MAAA in contemplation of this instrument are not changed without CASA oversight. If those procedures are changed, this instrument will be remade to incorporate the new version of the relevant MOP document.

#### **Legislation Act 2003 (the LA)**

Paragraph 98 (5A) (a) of the Act provides that CASA may issue instruments in relation to matters affecting the safe navigation and operation or the maintenance of aircraft.

Additionally, paragraph 98 (5AA) (a) of the Act provides that an instrument issued under paragraph 98 (5A) (a) is a legislative instrument if the instrument is expressed to apply in relation to a class of persons.

The instrument exempts a class of persons, being MAAA members, and is, therefore, a legislative instrument subject to tabling and disallowance in the Parliament under sections 38 and 42 of the LA.

#### **Consultation**

CASA consulted with the MAAA in respect of CASA 96/17 and this legislative instrument addresses feedback arising from that consultation. The MAAA was also consulted on a draft of this instrument. In these circumstances, CASA is satisfied that no further consultation is necessary or appropriate for this instrument for section 17 of the LA.

#### **Office of Best Practice Regulation (OBPR)**

A Regulation Impact Statement (RIS) is not required in this case, as the instrument is covered by a standing agreement between CASA and OBPR under which a RIS is not required for exemptions, approvals and directions (OBPR id: 14507).

#### **Statement of Compatibility with Human Rights**

The Statement of Compatibility with Human Rights at Attachment 1 has been prepared in accordance with Part 3 of the *Human Rights (Parliamentary Scrutiny) Act 2011*. The instrument does not engage any of the applicable rights or freedoms, and is compatible with human rights, as it does not raise any human rights issues.

5

**Making and commencement**

The instrument has been made by the Director of Aviation Safety, on behalf of CASA, in accordance with subsection 73 (2) of the Act.

The instrument commences on the day of registration and is repealed at the end of 30 April 2018.

[Instrument number CASA EX156/17]

6

**Attachment 1****Statement of Compatibility with Human Rights**

*Prepared in accordance with Part 3 of the  
Human Rights (Parliamentary Scrutiny) Act 2011*

**Exemption, approval and direction – operation of model aircraft –  
members of Model Aeronautical Association of Australia**

This legislative instrument is compatible with the human rights and freedoms recognised or declared in the international instruments listed in section 3 of the *Human Rights (Parliamentary Scrutiny) Act 2011*.

**Overview of the legislative instrument**

This legislative instrument gives an exemption, approval and direction with effect to permit certain model aircraft operations under the auspices of the Model Aeronautical Association of Australia Incorporated that would otherwise contravene directions in instrument CASA 96/17.

**Human rights implications**

This legislative instrument does not engage any of the applicable rights or freedoms.

**Conclusion**

This legislative instrument is compatible with human rights as it does not raise any human rights issues.

**Civil Aviation Safety Authority**