



“When is an event a Fly-in, or Airshow, or Demonstration, or Special Event”

The SAMAA management has had to address several cases where organisers of events were not sure if they had to apply for a permit to conduct a fly-in, or an airshow, or a demonstration, or a special event. Organisers must take the trouble to read and study the SAMAA Manual of Procedures, and more specifically PR 02.

FLY-IN

Let's start with a simple fly-in. A fly-in is usually organised by a club or group. There is a general invitation to members of neighbouring clubs or clubs in the region/province to attend the event, and the general purpose is to create camaraderie and social interaction, and of course an opportunity to enjoy flying. The event is held at a SAMAA-registered site/club, and no entrance fee and no advertising is charged to spectators, to attract spectators with a view of raising the club's funds. Usually no public advertising is expected at a fly-in. There may of course be an entry fee to participating pilots, which could be for a braai pack, or a t-shirt, or something to cover basic costs.

The minimum proficiency required for a pilot to fly at a fly-in, is Solo (Fixed-wing, Jet, and Helicopter), but unqualified pilots may be allowed to fly, if accompanied and supervised by an experienced pilot. It may even be a case of buddy-cord assistance.

The organisers are required to complete SAMAA forms F08 and F09, for approval and the permit to conduct the event. Simple enough and the risk are low. Yes, because the proficiency requirements are not set to a high level, but there is of course still some risk to other pilots. Those pilots, who do not feel comfortable with flying at such an event, ought to sit out, enjoy the sunshine and the flying, and the company of fellow aero modelers.



Example of Fly-in poster



AIRSHOW

An airshow is of course another matter, and is usually a formal event where the organisers aim to raise funds for the club, or for a charity, or another good cause. Advertising through various means and media, is thus designed to attract spectators, and the organisers will charge a gate entry fee, and will sell foodstuff and refreshments, and provide other entertainment besides model flying.



Sometimes the air show will be organized on an aerodrome/airfield or other location larger than regular club premises that is able to accommodate more people, infrastructure, cars, full-size aircraft, etc.



Example of Airshow poster

At an airshow the situation is very different, since there are members of the public present, and they have been charged an entry fee to gain access to the event. The safety risk with flying in and at an airshow is significantly higher than for a fly-in, and the organisers must make a careful, calculated

decision of who will be allowed to fly in the airshow. The event is definitely not designed for a pilot or pilots to show their individual skill, but rather to showcase aeromodelling, and what is possible, by flying a variety of well-rehearsed, skillful, and entertaining routines, with regular and unusual model aircraft subjects, representative of our colorful hobby.

The general safety risk is also high, since accidents or incidents of a general nature may occur to visiting public. Think of tripping over a power cord, or a tent peg, or being stung by a bee,



or a veld fire in the parking area, so it's advisable to have a small public liability insurance policy to cover these types of incidents. Of course, the SAMAA insurance policy will cover accidents and incidents of a flying nature that may occur at the airshow.

The organizer of an airshow is obliged to apply to various authorities for permission to hold the event:

- SASREA application – Safety at Sports and recreational Events Act (Act 2 of 2010).
- Local SAPS, informing them of the event
- Emergency services; ambulance, fire-fighting, traffic management.
- Landowners permission.
- RAASA permission, if a NOTAM is required for Flexible Use of Airspace, or change to airspace. Or, where an exemption is required to fly higher than the approved height limit of 400ft.



- SAMAA permit application, and Display Director's Statement.
- If it is planned for full-size aircraft to do a display,

those pilots need to be in possession of an Aerial Operators Certificate (display authorisation), obtainable from RAASA, which clearly details what the intended scope of their display is (limited to level flight, or bank-angle, with no loops, rolls, or tumbling manoeuvres).

- Method of communicating with full-size aviators, by means of an airband radio. The operator needs to have a radio license, and is not allowed to give instructions; this may only be done by a qualified and accredited Air Traffic Controller.
- Public Health certificates, if food is being prepared on site. Here too, emergency equipment is required, in case of an open or grease fire.
- It will be greatly beneficial to the approval processes, if an Emergency Response and Evacuation plan is documented and submitted.



The minimum proficiency rating for flying in an airshow is SAMAA Silver (home club) (*Heli pilots must have a Heli Silver (home Club) or Gold (visiting Club) or higher. All Jet Pilots should have a valid and current SAMJA Rating (Solo/Vlamgat), . For fliers from other clubs, a minimum of Fixed Wing Gold is required, since they may not be*



familiar with the layout, conditions, and peculiarities of the club they are flying at for perhaps the first time. A minimum of Gold is required for all pilots if the event is not staged at a SAMAA-registered site. *As a preventative measure, a requirement was instituted that no pilot may be allowed to fly in an airshow within 14 days of having obtained a proficiency (a cool-off period).*

AIRSHOW 1 – At a SAMAA-registered flying site/club,



organized by club. Only aeromodelling activity. Publicity to generate public interest, with paying spectators. SAMAA Silver is minimum

requirement. Medium risk event, with spectators present. More pilots than usual at club.

AIRSHOW 2 – As above, but organisers invite full-size

aviators to perform fly-by's and demonstrations. Participants need to register their participation with Aero Club/RAASA, and may be required to hold AOC



(Aerial Operator's Certificate). Organisers must have radio, operated by qualified Radio Operator. May NOT

give instructions to full size pilots. High risk event, due to sharing of airspace, but NEVER simultaneously. Minimum proficiency required is SAMAA Gold.

AIRSHOW 3 – Model aircraft air show organized by model club, but at full-size aerodrome or airport, due to



space availability. Full-size participation may be arranged and included in program, but under conditions as described in AIR SHOW 2. High risk event, due to presence of spectators, sensitive installations, and parked full-size aircraft. Minimum proficiency is SAMAA Gold, and event is limited to invited pilots only. Permission required (Application is required 90-days before air show), from Aero Club. RAASA (Recreational Aviation Association of SA), ATNS (Air Traffic Navigation Services), and CAMU (Central Airspace Management Unit).



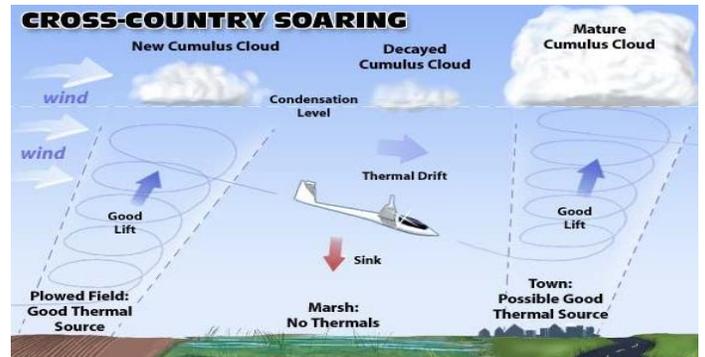
AIRSHOW 4 – Full-size airshow, where SAMAA members are invited by ASSA (Air Show South Africa) to participate. High risk event, limited to only SAMAA Instructors, and known, qualified, experienced display pilots. Insurance provided by ASSA.

SPECIAL EVENTS



Aeromodelling-only event, which is not out of the ordinary, and which is not held at a SAMAA registered field or site, will be regarded as a Special Event, and as such will require special consideration and almost certainly the approval of the CAA. Special Event is an

event such as a Float Fly, Cross Country, a record attempt or other Special Event. Usually this is planned to take place at a registered or licensed full-size aerodrome, and permission is required, firstly from the landowner or airport operator, and secondly from SAMAA and the authorities (RAASA/CAA/ATNS) for the airspace that is going to be used or shared with other users of the air. Require permission from SAMAA for insurance.



Where there is a request for change to airspace and an application for a Special Air Event, the application needs to reach RAASA no less than 150 days before the event, since it has to be passed through the AIRAC cycle for approval. In the case where there is no change to airspace for a Special Event, and only a NOTAM is required, an application may be submitted to RAASA no less than 30 days prior to the scheduled event.

The request is lodged with the SAMAA firstly, with information on the details, scope, and activities of the planned event, and all the supporting documentation, like sketches or maps of the layout of the site, the runway,



pit area, flight lines, parking, spectators, no-fly zones, and an area where the emergency services are located. Also a basic safety plan; what happens if there is a fire? What happens if the pilot of a full-size aircraft declares an emergency and has to land? How is this communicated to the organisers and participants on the ground? For the model flying; is there an adequate safety margin, and a getaway plan in case of engine failures? For general emergencies, is there an assembly point?

If the event is a simple fly-in for SAMAA members only, with no displays, and no spectators, (i.e not a public event), RAASA assists with a NOTAM, provided the application is received more than 30 days before the

event. This requires an application form with all relevant supporting documentation and plans, including landowners permission, the local authorities letter of approval (depending on who the airfield belongs to). If there are full-size operations, RAASA will require a letter of consent, in that the airfield users have been consulted, and have no objections to the event taking place.

DEMONSTRATIONS, EXHIBITIONS, DISPLAYS



Rugby Stadium Demo



School Demo

These events are usually as a result of an invitation by a public organization, to entertain the public with model flying at a church fete, school bazaar, or other similar event. Flying is limited to park flying-types and novelty aircraft that are capable of being flown in restricted spaces. A minimum of a SAMAA Silver rating is required, and it is strongly advised that only pilots, who have the necessary experience and skill, are allowed to participate in flying, since there is public present and the risk of an incident or accident is high.