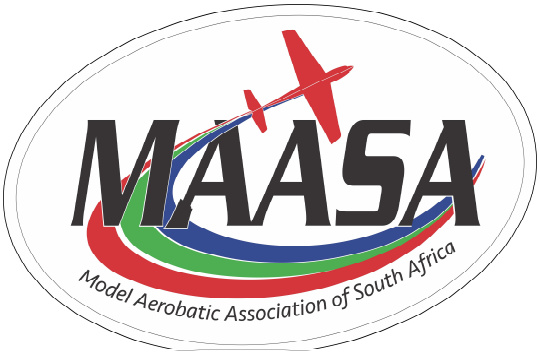

MAASA SPORTING CODE

Volume: Classic, Sportsman - F3A
Radio Control Aerobatics
Effective Date: April 2023

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Abbreviations

Name	Reference
Contest Director	CD
Federation Aéronautique Internationale	FAI
Model Aerobatic Association of South Africa	MAASA
National Aero Club	NAC
N.O.	Not Observed
Radio Control	R/C or RC
South African Model Aircraft Association	SAMAA

Applicable Documents

- FAI Statutes and ByLaws
- FAI F3 Aerobatics Sporting Code, Section 4, (as amended) (http://www.fai.org/page/ciam-code)
- MAASA Constitution and this sporting code (http://maasa.co.za/documents.php)

Paragraph	**Brief Description of Change**
4.3	Added Classic Aerobatics Model Requirements
13.2	Updated Normalizing process
Appendix B	Added Junior F3A Team Selection criteria

1 Introduction

1.1 The purpose of this sporting code is to guide competitors of precision aerobatic competitions in South Africa and give them a better understanding of what is required during competitions either from a competitor or organisers perspective.

1.2 The large majority of model flying today in most countries takes place as recreation rather than within a competition framework and sometimes on publicly accessible sites with little or no formal control. Any accident involving model aircraft may result in property damage, injury and possibly even death. Apart from the direct harm, a less obvious result is the poor image of model flying that comes from the media coverage of such incidents that leads to public antagonism and the loss of flying facilities.

1.3 It is of the utmost importance that all model flyers observe safety rules. Any accident caused by carelessness is a hindrance to the progress of model aviation. Safety rules are not an obstacle to the enjoyment of model flying, they help to prove that model flyers are the responsible citizens they proclaim to be.

1.4 It is not a sign of intelligence to show one's own skill among spectators. The flyer may know what he is doing but has no way of knowing what anyone else will do. So, it is to his personal benefit to make certain that no action on his part will result in an accident. It is therefore very important not to fly any model aircraft in competition or in the presence of spectators until it has been proved airworthy.

1.5 Any member of MAASA called upon to fly demonstrations at a public event must ensure that the event has been sanctioned by SAMAA and that he holds the required proficiency rating to fly at such events.

1.7 The use of "shall" and "must" implies that the aspect concerned is mandatory. The use of "should" implies a non-mandatory recommendation; "may" implies what is permitted or what might happen, and "will" indicates what is going to happen. Words of masculine gender should be taken as including the feminine gender unless the context indicates otherwise. Italics are used for explanatory notes.

1.8 The MAASA Committee reserves the right to amend this Sporting Code, in line with its Constitution, in order to ensure the proper management of all MAASA activities and competitions. Such amendments will come into effect on a date determined by the MAASA Committee.

1.9 For the F3A class, should there be any contradiction between this Sporting Code and the FAI Sporting Code, the FAI Sporting Code will take precedence.

2 Membership fees

2.1 Membership fees are determined at the Annual General Meeting of the organization held during the SA National's each year. Current members have to pay their membership fees by no later than 31 January of each year. Any member not in good standing (non-paid up member of MAASA and SAMAA) will not be allowed to participate in any MAASA sanctioned competition. Where a league event is held before the 31st January the membership fees shall be paid prior to the event being held.

3 Permissible radio equipment

3.1 Radio equipment shall be of the open loop type (i.e. no electronic feedback from the model aircraft to the ground, except for the stipulations in the FAI volume ABR B.11.2). Auto-pilot control utilising inertia, gravity or any type of terrestrial reference is prohibited. Automatic control sequencing (pre-programming) or automatic control timing devices are prohibited.

3.2 Example: Permitted:

a) Control rate devices that are manually switched by the pilot.
b) Any type of button or lever control that is initiated and terminated by the pilot.
c) Manually operated switches to couple control functions.

3.3 Example: Not permitted:

a) Snap buttons with automatic timing mode.
b) Pre-programming devices to automatically perform a series of commands.
c) Auto-pilots (gyro) for automatic levelling or pitch control of the model.
d) Any receiver unit equipped with gyro functionality even if this functionality is disabled.
e) Propeller pitch change with automatic timing mode.
f) Any type of voice recognition system.
g) Any type of learning function involving manoeuvre to manoeuvre or flight to flight analysis.
h) Conditions, switches, throttle curves, or any other mechanical or electronic device that will prevent or limit the sound level of the propulsion device during the sound test.

4 General characteristics of Radio Controlled Aerobatic Models

4.1 Definition of a Radio Controlled Aerobatic Power Model Aircraft:
A model aircraft, but not a helicopter, which is aerodynamically manoeuvred in attitude, direction and altitude by a pilot on the ground using radio control. Variable thrust direction of the propulsion device(s) is not allowed.

4.2 The propulsion device(s) must automatically shut-off, or fully idle at the moment a R/C signal failure should occur.

4.3 Classic Aerobatic Models

4.3.1 Any 60 size R.C. aerobatic design may be used up to before the 2x2 m rules (pre 1996)

4.3.2 Planes should be as faithful and accurate to original plane form as possible. Some minor changes are allowed:

4.3.2.1 Planes with tricycle under carriage (nose-wheel) can be converted to tail dragger.

4.3.2.2 The nose length or shape can be slightly changed to accommodate different power sources, as discussed in points 3-6 below.

4.3.2.3 On Electric-powered planes, the design can be modified to include a battery hatch.

4.3.2.4 Engines can be mounted in any position.

4.3.3 Any 2-stroke up to 75 size is allowed.

4.3.3.1 Tune pipes can be used up to 61/65 sizes motors only

4.3.3.2 75's must use standard silencers.

4.3.3.3 (The use of 75 size engines is to increase the pool of availability to use what pilots already have).

4.3.4 Any 4 stroke engine up to 95 size is allowed. Strictly no superchargers or air-chambers allowed.

4.3.5 Gas/Petrol engines up to 15cc may be used.

4.3.6 Electric motors can be used. Max 1400w, 6 cell Lithium Polymer. (No limit on battery capacity).
No down-line braking is allowed with electric powered models.
Electric planes are disliked by many of the purists but for many it's a necessity where urban noise restrictions are becoming problematic.

4.3.7 Retractable undercarriage is allowed

4.3.8 Absolutely no gyros, variable pitch propellers, pre-programmed snap or slow roll functions may be used.

4.4 MAASA Aerobatic Models

4.4.1 Any suitable propulsion source may be utilised except those requiring solid expendable propellants, gaseous fuels (at room temperature and atmospheric pressure), or liquefied gaseous fuels. Electric-powered model aircraft are limited to a maximum of 42.56 volts for the propulsion circuit, measured without load, and prior to flight while the competitor is in the ready box. Individual classes must conform to the following specifications:

- Maximum overall span (All classes) 2000 mm
- Maximum overall length (All classes) 2000 mm
- Maximum dry weight (F3A class, including batteries) 5000 grams
- Maximum dry weight (All other classes, including batteries) 5500 grams

4.4.2 Furthermore, recognised 2x2 pattern airplanes will not be allowed to compete in the Sportsman class. The sportsman class is intended for pilots who wish to start competing with their existing Sport Aerobatic airplanes.

The weight and size limits for all other classes (above) will apply. Pilots who wish to start competing with 2x2 pattern planes can enter the Advanced class. The decision of the CD and/or jury panel will be final.

4.5 In instances where a CD may decide to allow a pilot to compete in the Sportsman class with a 2x2 pattern airplane, this will be noted in the competition results. Regardless of placing of such pilot in the competition, the results will not be recognised in the National Scoring Register.

4.6 No limits are placed on the size of the glow, gas or electric motor used in any of the above classes.

4.7 A tolerance of 1% to be allowed for all measurements referred to above in all the classes.

5 Contest organisation requirements

5.1 In order to run a successful competition, certain requirements have to be met. Organisers of an aerobatic event must secure a sufficient number of qualified officials, timekeepers and jury members. Jury members must be present at all times during the duration of the competition event. Organisers must establish a suitable contest area allowing the full performance of the model aircraft and safe recovery. The organizer must provide a smooth area for models to facilitate take-offs and landings.

5.2 The contest organizers should provide the necessary measuring apparatus adequate to check the characteristics of model aircraft. All timekeeping should be made with quartz-controlled electronic stopwatches with digital readout. The organizer should where possible provide a spectrum analyser or other adequate radio monitoring equipment for the purpose of detecting radio interference and a means of communicating this information to the pilot(s) and/or flight line director. They should give the competitors an opportunity to determine the characteristics of their models using the official measuring equipment before the official start of the contest (normally on free practise day).

5.3 Entry details (entry form) indicating full details of the event and classes should be published at least 30 days prior to the contest for all National and Provincial events. A Provincial contests will only be awarded official status if the following minimum requirements are met:

- The date of the contest must not clash with any other similar event and must be published at least 30 days prior to the contest.
- The entry fee must be approved by MAASA and published with the entry form.
- The names of the Judges must be submitted and approved by MAASA at least a week prior to the start of the event.
- The venue of the contest must be of an acceptable standard having regard to runways (smooth conditions), flight lines (position of sun), shelters from adverse weather conditions and sanitation facilities.
- The contest must be run in accordance with the current MAASA sporting code and FAI rules and any protest ruled accordingly.
- Competitors must be paid up members of SAMAA and MAASA.
- An entry will only be considered a valid entry on receipt of the full entry fee by the organisers.

5.4 At all MAASA sanctioned events each contestant shall sign as part of the entry form a declaration attesting to the fact the he/she has previously and is now capable of confidently performing the manoeuvres comprising his class. The contestant must similarly also declare that any or all aircraft he/she uses in said competition have been test flown at least to the extent that they have performed the same competitive manoeuvres.

5.5 The contestant must similarly also declare that he is a paid up member of SAMAA and MAASA and will abide by the rules of these organisations.

5.6 For all Team Selection, Provincial and National events, the contest organizers must provide at least one practice day prior to the competition, to be announced in the entry form along with a flying schedule for the competition. Organisers need not regulate the practice day and will normally function on a first come first serve basis. Should demo flight be flown for judges on the practise day a second flight line or practise facility must be made available for use of the competitors. The practice day must not be extended so as to delay the start of official competition. A reserve day may be scheduled in the planning of the competition to allow for the completion of official flying in the event of weather or other delays preventing completion as scheduled.

5.7 Organisers must display the results of each round throughout the contest and publish the official results afterwards.

5.8 It is preferred that all competitors fly using 2.4Ghz ICASA approved equipment. For F3A class this is mandatory. Competitors using 35MhZ in other classes need to declare their frequency to the Contest Director before the start of a competition and ensure that there are no frequency clashes. Where frequency clashes occur the competitors concerned are responsible for their own frequency control.

5.9 Any aerobatic contest must take place between the hours of sunrise and sunset. The contest programme including round durations, and starting and finishing times of the contest must be clearly indicated in the regulations.

5.10 The contest must be interrupted, or the start delayed by the organizers, due to any of the following conditions, subject to any FAI rule changes on the matter:

a) The wind is continuously stronger than 12 m/s measured at two metres above the ground at the starting line (flight line) for at least one minute (43,2 km/h or 23 knots).
b) The visibility prohibits proper observation or control of the models due to atmospheric conditions (low cloud base, mist, rain, thunder and lightning) and it would be dangerous to continue the competition.
c) It is necessary to reposition the flight line (this may only take place between rounds).
d) The prevailing conditions are such that they may lead to unacceptable sporting results, and
e) The sun is moving or has moved into the manoeuvring area.

5.11 The CD may also suspend flying when in his/her opinion, flying has become unsafe due to wind, field conditions or other circumstances. Similarly a contestant may ask the CD for a flight delay or re-flight due to unsafe conditions referred to above, and if the majority of the jury members agree, the delay may be granted. A flight delay or re-flight shall not be granted for equipment malfunctions.

5.12 In the event of an interruption during a round, the remainder of the round may be completed as soon as conditions allow, with adequate notice given to all competitors. If not possible to complete the interrupted round on the same day, the round must be completed the next day in its entirety, should the program allow for that. Otherwise the round will be cancelled in order to ensure a fair sporting result.

5.13 In the case of a mid-air collision between two contestants, the contestants must immediately recover their aircraft and they may resume their flights with the same aircraft if the aircraft are judged to be airworthy by the CD, or with a backup or repaired aircraft. On the re-flight judging will begin with the manoeuvre that was in progress or with the next scheduled manoeuvre if the collision occurred between manoeuvres.

5.14 Should a competition not be able to be started or completed as a result of any of the above cases described, and as a result has to be cancelled, the organisers are not obliged to return the entry fee nor repeat the contest. The results will be based on the scores of the finished rounds.

6 Model Processing

6.1 Model processing will be done at all Team selection, Provincial and National events. It is the competitor's responsibility to ensure that his model complies with the prescribed regulations. The organizers must make the measuring equipment available to the competitors before the start of the event for them to check that their models comply with the specifications.

6.2 The organiser must appoint official(s), who will randomly check the important characteristics of competing models during National, Provincial and Team selection events. This is applicable to all classes.

6.3 When, after official processing a model is damaged or does not conform to the official requirements, the competitor shall have the right to present a further model / or alter the model to meet the required specifications. In any event, the competitor may have only the eligible number of models (two) entered at the start of the contest and must be ready when called upon for his official flight.

6.4 An F3A competitor may only register two models for processing. Competitors may use another competitor's spare model in an emergency, provided it was processed. This model may not then be used by anyone else in the same competition. There is no limit on the amount of spare propellers, piston motors, electric motors, speed controllers or battery packs.

6.5 The letters and/or numbers identifying the model (ie. A or B) must be at least 10mm high and clearly visible. All model aircraft must be marked as processed before the contest and verified during model processing.

6.6 Each model used by F3A pilots at provincial, national and team selection events must also bear the nationality abbreviation of the competitors country (RSA) and these letters or figures must be at least 25 mm high and appear once on each model (preferably on the upper surface of the wing or fuselage). Traditionally competitors would follow the RSA number with their SAMAA number but this is no longer mandatory.

6.7 The maximum sound level of the model aircraft and its propulsion device, shall be 94 dB(A) measured at 3m from the centre line of the model aircraft with the model aircraft placed on the ground over concrete, macadam, grass, or bare earth at the flight line.

6.8 The tolerance of the sound/noise level measurement is the specified tolerance of the manufacturer of the measuring instrument.

6.9 Models will be processed in accordance with the latest procedure in the FAI Sporting Code.

7 Start of an official round and allowed assistance

7.1 The competitors must be called by the flight line director at least five minutes before they are required to occupy the starting area (ready box). If his frequency is clear the competitor will be given his transmitter when he occupies the starting area so that he can perform a radio check. If there is a frequency conflict he must be allowed a maximum of one (1) minute for a radio check before the start of the two (2) minute starting time. The timekeeper (flight line director, judge or CD) will notify the competitor when the one (1) minute is finished and immediately start timing the starting time.

7.2 Each pilot is permitted one helper during the flight. A helper may be a caller, another competitor or any supporter. Two helpers may be present and assist during the starting of the motor(s). One person, either a helper or the caller, may place the model aircraft for take-off and retrieve the model aircraft following the landing. In exceptional circumstances, another helper may join the competitor and caller/helper during the flight, but only to hold a sun-shield as protection from direct sunlight. These protection devices must not interfere with the judges' vision of the manoeuvres. Except for communication between the caller and the competitor, no other performance-enhancing communication with helpers is permitted during the flight.

7.3 Pilots with physical impairments requiring an additional helper, caller or other assistance, must request permission with full details, with their entry form, from the organisers of a competition. The contest organisers may permit such assistance provided that:

- The pilot does not gain an unfair advantage over other competitors.
- This assistance does not cause undue delays, disruptions or interfere with the running of the contest.
- The pilot is responsible for arranging such assistance.
- For hearing impaired competitors the additional caller must not interfere with the judges' vision of the manoeuvres and the additional caller may only call out the manoeuvre to assist the pilot's main caller. Under no circumstances will the additional caller be allowed to call any manoeuvre corrections during the flight.

7.4 There is an attempt to start an official round in all classes when the competitor is given permission to start. The model starting procedure will be as defined in the latest FAI Sporting Code.

7.5 An attempt can be repeated at the contest director's discretion only when for any unforeseen reason outside the control of the competitor the model aircraft fails to start (e.g. there is radio interference). Similarly, in a flight

that is interrupted by any circumstance beyond the control of the competitor, the competitor is entitled to a reflight with the entire schedule being flown and judged but only the affected manoeuvre and unscored manoeuvres that follow will be tabulated.

7.6 Should a pilot and/or his caller be aware, or be made aware by others, of the close proximity of any full size traffic then the pilot and/or his caller may opt to announce to the CD, or in the absence of the CD another official (ie. line director or judge), that they are aborting the manoeuvre. At their own discretion they may, without penalty, while in flight announce that they will restart the manoeuvre that was aborted or alternatively land and do a reflight as per 7.5. This provision is made in order to promote safety of full size aircraft and ensure the future of precision aerobatics. In the event that the CD is of the opinion that this provision has been taken advantage of he may zero the flight. Nevertheless the entire flight will be scored and the pilot informed after the flight of the CD's decision.

7.7 This reflight should take place within 30 minutes, in front of the same set of judges, or be the first flight after the judges' break, or, if it involves a protest, as soon as the jury has deliberated and communicated the outcome of the protest to the contest director. The result of the re flight will be final.

8 Scoring of an official flight

8.1 Each manoeuvre is awarded a mark, in half number (0.5) increments, between 10 and 0 by each of the judges during the flight. During tabulation, these marks are multiplied by a coefficient (K-factor), which depends on the difficulty of the manoeuvre. Any manoeuvre not completed, or flown out of sequence with the stated schedule shall be scored zero (0). Zero scores need not be unanimous.

8.2 Judges may not confer after the flight in these cases.

8.3 Manoeuvres must be performed where they can be seen clearly by the judges. If a judge, for some reason outside the control of the competitor, is not able to follow the model aircraft through the entire manoeuvre, he may set the "Not Observed" (N.O.) mark. In this case, the judge's mark for that particular manoeuvre will be the average of the numerical marks given by the other judges, rounded up to two decimal places. If no such average is achievable, the competitor has the right for a re-flight as per 7.5

8.3 If a model aircraft is in the opinion of the judges unsafe or being flown in an unsafe or inappropriate manner, they may bring this to the attention of the flight line director, who may instruct the pilot to land.

8.4 At the conclusion of all F3A flights, each judge must independently consider if the in-flight sound level of the model aircraft is too loud. If a majority of the judges consider the in-flight sound level of the model aircraft to be too loud, a noise test shall be done according to 5.1.2 f) and 5.1.2 g). If an equipment malfunction during the flight (such as mechanical failure of the exhaust/muffler system) causes excessive noise, the flight line director may request the competitor to land his model aircraft, and scoring will cease from the point of malfunction.

8.5 If, during an F3A flight, the sound level of the model aircraft increases perceptibly as a result of an equipment malfunction, or of a condition

initiated by the competitor, the flight line director may request a sound re-test. If an equipment malfunction during the flight (like mechanical failure of the exhaust/muffler system) causes excessive noise, the flight line director may request the competitor to land his model aircraft, and scoring will cease from the point of malfunction. The individual manoeuvre scores given by each judge for each competitor must be made public at the end of each round of competition.

8.6 Take-off and landing will ***not be judged or scored in any class.*** Flying time in all classes will be eight (8) minutes starting from when the aircraft is placed in the starting circle and ends when the last scoring manoeuvre is completed. The aircraft must be placed in the starting circle before the 2 minute starting time has elapsed.

8.7 Engines/motors may not be started, or the electric power source connected, until the competitor has been instructed by a flight line official to do so. Deliberate starts at the flight line during official flying to check the engine/motor, will be subject to disqualification from that round. Immediately after landing engines must be stopped and electric power sources disconnected. No public address or commentary shall be made during flights.

9 The Manoeuvring area (box)

9.1 It is imperative that all MAASA Competition flying sites are registered with SAMAA or have SAMAA approval for the duration of the competition and be situated sufficiently far from power lines and any other obstructions. The starting and flying area must be carefully chosen in such a way that adequate safety to persons and property is guaranteed. The points to be considered in this context are:

- wind strength and direction;
- relative position of buildings;
- runways;
- vehicle parking and spectators areas; and
- the area where the models are assumed to land after a normal flight, according to the wind.

9.2 Flying sites in the vicinity of an airport or airfield, especially along the landing path, can be chosen as contest venues only with the permission of the airport operator and in full compliance with its safety rules and requirements.

9.3 A demarcated box will be clearly marked with contrasting colour vertical poles, approximately 100mm in diameter and a minimum height of 4 meters, placed on centre and 60 degrees each side of centre on a line 150 m in front of the pilots. Flags and/or streamers of contrasting colour should be mounted on the poles to improve visibility.

9.4 White or contrasting lines, originating at the pilot's position and extending outward at least 15m (preferably 50m) will also be used to mark the centre and extreme limits (60 degrees left and right of centre) of the manoeuvring zone. Audible and visual signals to indicate violations of the manoeuvring zone are not to be employed. The judges shall be seated between 7 meters and 10 meters behind the pilot's position (the apex of the 60 degree lines) and within an area described by the extension of the 60 degree lines to the

rear of the pilot. The judges must be seated abreast, usually separated by 2m with scribes or score secretaries separating them.

9.5 The manoeuvring zone is practically like a virtual screen, vertically spread in front of and at a distance of approximately 150m from the pilot. It is laterally limited by two virtual vertical planes above the extension of two lines on the ground each at an angle of 60 degrees left and right from the intersection of a centre with the security line. The centre line is positioned on the ground perpendicular to the security line on the ground being parallel to the flight line. The upper limit of the manoeuvring zone is defined by the virtual plane stretching up 60 degrees from the ground at the intersection of all ground lines. The pilot is normally placed at the intersection of all ground lines.

Centre manoeuvres should be performed in the centre of the manoeuvring zone, while turn around manoeuvres should not extend past the lateral limits. Vertical height should not exceed the upper limit. Also, manoeuvres should be performed at a distance of flight approximately 150m (between 140 and 170m) in front of the pilot`s position. Infractions of this rule will be cause for downgrading by each judge individually and in proportion to the degree of infraction. Exceptions to this rule are for the horizontal circle manoeuvres, which, of necessity, may deviate from the 150m distance of flight.

9.6 The scores given by each judge for each competitor shall be made public at the end of each round of competition.

9.7 The landing zone ***must*** be a smooth surface with minimum criteria of 5 meters wide by 80 meters long and must have a smooth run-off area of at least two meters on each side, and ten meters at both ends of the runway. The landing zone must be clearly marked in cases where the landing zone is not a clearly defined runway.

9.8 The word "smooth surface" in respect off runways and run off areas means that the surface must be in such a condition that the aircraft may not be damaged or be deviated from its track during take-off or landing due to the surface. On a tar or ground surface there may not be any break-up of the surface resulting in any potholes or any indentations that may cause a wheel spats or landing gear from getting imbedded or damaged. A tar or ground runway must be free of any loose stones or particles that could cause injury or damage to the plane if blown up by the propeller.

9.9 A grass runway must be of the same grass type with no exposed roots (tuffs) that could cause a landing gear or wheel spat from being imbedded or cause the aircraft to be damaged or be deviated from its track during take-off or landing due to the surface. Grass must at all times be cut short.

9.10 The organisers of a competition must ensure that competitors can deliver his/her best performance without manageable influences/obstacles.

10 The draw for flight order

10.1 The draw for the flight order will be done so that pilots using the same FM frequencies are separated with two competitors. Where possible, pilots and their callers should not follow one another and pilots and callers on separate flight lines will be separated by at least two competitors. These

arrangements to be finalized by the contest director. The Organisers should were possible have competitors indicate on their entry forms who their respective callers are going to be.

10.2 The flight order for the first round will be done using the Notaumatic scoring system for Team selection, Provincial and National events. Subsequent round draws can be done as detailed below or by using the Notaumatic scoring system.

For a four flight competition, for flights two, three and four, the flight order will start 1/4, 1/2, 3/4 down the flight order respectively with decimal fractions **rounded up**. For a three flight competition, for flights two and three the flight order will start 1/3 and 2/3 down the flight order with the decimal fractions rounded up.

The tables below show the draw for each round for various class sizes.

Table 1 Flight Draw Order for Four Flights

Number Pilots in Class	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Pilot # Starting Round 1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Pilot # Starting Round 2	2	3	3	3	3	4	4	4	4	5	5	5	5	6	6	6	6
Pilot # Starting Round 3	3	4	4	5	5	6	6	7	7	8	8	9	9	10	10	11	11
Pilot # Starting Round 4	4	5	6	7	7	8	9	10	10	11	12	13	13	14	15	16	16

Table 2 Flight Draw Order for Three Flights

Number Pilots in Class	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Pilot # Starting Round 1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Pilot # Starting Round 2	2	3	3	3	4	4	4	5	5	5	6	6	6	7	7	7	8
Pilot # Starting Round 3	3	4	5	5	6	7	7	8	9	9	10	11	11	12	13	13	14

10.3 Warm-up flight(s) may be flown by the last competitor(s) drawn for the specific round. A maximum of two warm up flights are allowed for per class, per schedule, should it be necessary. Competitors requested to do the demo flight should be given sufficient time to recharge their battery packs or refuel their planes.
As an alternative, "Stick Demo" flights may be flown in front of the judges and pilots if required to ensure that all the judges and pilots are aligned regarding the judging criteria and manoeuvre geometry. This is the preferred method for warm-up flights.

11 Execution of manoeuvres

11.1 Scoring will cease with the expiration of the eight-minute flight time limit, except for the in-flight sound score, which is done after the flight is completed, irrespective of the time.

11.2 In all classes the model aircraft must take-off and land unassisted, that is, no hand launched flights. If any part of the model aircraft is dropped during the flight, scoring will cease at that point and the model aircraft must be landed immediately.

12 Schedule of manoeuvres

The schedules for Classic Aerobatics, Sportsman and Advanced classes will be those as published for the specific years by MAASA (refer to Appendix A). The applicable aerobatic schedules descriptions, ARESTI diagrams and score sheets can be found on the following MAASA website: https://maasa.co.za/competitions.php

13 Classification at Provincial, National, Masters and Team Selection Competitions

13.1 League Events that are not Provincials, Nationals or Team Selection Events

a. For all classes each competitor will fly three flights, of which the best two normalized flight scores will be used to determine the final placings.
b. In the F3A class, each competitor will fly two "P" Schedules followed by an "F" Schedule flight, of which the best two normalized flight scores will be used to determine the final placings.

13.2 Nationals, Masters, Provincials and Team Selection Events

a. For all classes including Classic Aerobatics, each competitor will fly four flights, of which the best three normalized flight scores will be used to determine the final placings.

b. In the F3A class, two P-Schedules will be flown after which two F-Schedules will be flown. The best three normalized flight scores will be used to determine the final placings.

Normalizing will be applicable to all League, Provincial, National and Team selection contests.
Each rounds score will be normalised to 1000 points and rounded down to the nearest whole number as described below.

PointSX= (SX/SW)*1000

PointSX = points awarded to competitor X
SX = raw score of competitor X
SW = raw score of winner of round.

13.3 Should organisers not be able to have all intended rounds completed during a contest, the following criteria will be applied.

- 4 rounds completed - best 3 scores to count
- 3 rounds completed - best 2 scores to count
- 2 rounds completed - best score to count
- 1 round completed - completed round to count

14 Penalties and Disqualification

14.1 The CD of a sporting event may penalise a competitor and these penalties may be in the form of operational disadvantage, deduction of points, alteration of placing order or disqualification.

14.2 Technical infringements of rules or a failure to comply with the requirements caused by mistake or inadvertence, where no advantage has accrued or could have accrued to the competitor should, as a guide, carry a penalty to a reduction of not less than 2% of the best score obtained during the event.

14.3 Serious infringements, such as dangerous flying and actions, or repetition of lesser infringements should, as a guide carry a minimum penalty leading to a reduction of not less than 5% of the best score obtained during the event.

14.4 Cheating or unsporting behaviour (which includes continuous derogatory comments by fliers against judges and officials), falsification of documents, use of forbidden equipment should be investigated by the jury and carries a sanction of immediate disqualification from the event.

14.5 A competitor who has been disqualified shall not be able to claim back any part of his entry fee and will not be eligible for any prizes awarded during the event.

15 Protests

15.1 All protests must be presented in writing to the CD at the competition and must be accompanied by a protest fee. The protest fee will be an amount equal to ½ the entry fee for the relevant competition.

15.2 The protest fee is returned only if the protest is upheld. The protest must be handed to the Contest Director and adjudicated by the official jury formed by the organisers prior to the start of the event. A Jury President must be appointed by the contest organizers.

The jury may be made up as follows:

- Contest Director
- Senior pilot competing in a different class to the person protesting
- Chief Judge / Senior Judge in attendance

15.3 A protest against the validity of an entry, qualification of competitors, the contest rules, the flying and contest area, the processing of models, the judges or other contest officials, ***must*** be lodged at least one hour before the opening of the contest, normally the official pilots briefing, or within one (1) hour after it has come to the attention of the protestor.

15.4 During the running of the contest a protest against a decision of the judges or other contest officials or against an error or irregularity apparently committed during an event by another competitor or CD must be lodged with the CD within one hour from the incident, or within one hour of coming to the pilots attention.

15.5 After announcement of the results: any protest relating to the results must be submitted to the MAASA secretary within 15 days after announcement of the results. If necessary this protest may be passed to SAMAA for adjudication.

15.6 The Jury shall after deliberations notify the pilot immediately of the outcome of his protest and quote the reasons for the ruling or disqualification. The FAI Sporting code supersedes this Sporting Code for the adjudication of protests involving the F3A class.

15.7 Should the jury be called upon to adjudicate any matter not dealt with in the sporting code or FAI rules, they should use their discretion in coming to an amicable solution. The finding of a jury in such an instance will not be binding on the jury of any future competitions.

15.8 A verbal complaint may also be submitted to the CD, the purpose being that a correction can be obtained without the need to make a formal protest.

16 Aerobatic League rules

16.1 An aerobatic league event is open to all pilots in the classes from Classic Aerobatics, Sportsman to F3A and all competitors must be paid up members of MAASA and SAMAA. The league is a series of aerobatic competitions in every province culminating in the South African Masters.

16.2 The league contests will be flown between January and a date of at least one month before the Masters Championships each year, with the exact dates determined by the regional representatives. Permission for league competitions to fall outside these specified periods must be obtained from MAASA. These dates must be communicated to MAASA before the season commences. In the case of the competitions being rained out or cancelled due to adverse weather conditions, the organisers may re-schedule the event for a later date.

16.3 The aerobatic league per province shall consist of four (4) league contests (or more, at the discretion of the regional representatives) throughout the flying season. There shall be no more than one league competition per month. All provinces will be allowed one provincial contest per year and provincial contests are classified as one of the provinces league events. Pilots are allowed to fly any league contests in any province and use the scores so obtained for purposes of qualification to the SA Masters.

16.4 All Team selection, League, Provincial, and National events will be flown in terms of MAASA / SAMAA rules and regulations.

16.5 Every league competition will, where possible, consist of three (3) flights, with the best two normalized scores to count. To qualify as a league event the judges used at the event must appear on the judges register at the time of the competition. The regional representative must also publish the scores in percentages for inclusion in the national MAASA pilots register.

16.6 The full results (percentage scores) of every league competition must be forwarded to the MAASA secretary (secretary@maasa.co.za) and Chief Judge (chiefjudge@maasa.co.za) on the MAASA approved scoring templates no later than 7 days after completion of the event for ratification and publication. Failure to forward scores will result in non-recognition of the event.

16.7 At Provincial Championships, National Championships, Masters and Team selection events, F3A pilots shall fly two "P" schedules followed by two "F" schedules as time permits (PPFF)".

17 Qualification for the SA Masters event

17.1 The Masters Qualification flying season will run from the first League event starting each calendar year until the last league event prior to the Masters Championships.

17.2 The SA Nationals, Provincial and League events are considered qualifying events for invitation to the SA Masters.

17.3 No scores achieved at any of the qualifying events will be taken into consideration for qualification to the Masters and for F3A team qualification if a competitor was not in good standing when the qualification events took place. Standing will not be granted retrospectively.

17.4 Pilots are allowed to fly any league event in any province. All Team Selection, National, Provincial and League events will be flown in terms of MAASA / SAMAA rules and regulations.

17.5 In order to qualify for the Masters, pilots must have flown in three (3) qualifying events and must have obtained a score of at least 60% (rounded down to the nearest whole percentage) for each of three (3) qualifying events (**not an average of 60% across three events**).

17.6 In the event that fewer than 5 pilots have qualifying scores the top 5 pilots in each class (including those with three qualifying scores as determined from the national score register) who have flown in three qualifying events will also qualify regardless of their qualifying scores. This relaxation will not apply to the F3A class.

17.7 The Masters will be held in October (or another date if so decided by the MAASA Committee).

17.8 Pilots will compete in the highest class he/she qualified in during the flying season. In special cases, pilots may submit a request for an Invitation to the Masters Event, to the MAASA committee.

17.9 The MAASA committee retains the discretion (***in exceptional circumstances***) to invite any competitor should just cause be shown by a competitor in writing why the qualification criteria was not adhered to, i.e judges not been available, adverse weather conditions, illness or out of town work commitments during league rounds.

17.10 Clause 17.9 shall not apply to pilots wishing to compete in the F3A class.

18 Promotion and Relegation procedures

18.1 Any pilot may start competitive aerobatics in the class of his/her choice. It is however advisable for the beginner or newcomer to start flying in the Sportsman class.

18.2 A Pilot may submit a request to the MAASA Committee to be promoted to the next higher class at any given stage within the flying calendar year (January to December). It is the pilot's responsibility to formally submit a request to the MAASA secretary (secretary@maasa.co.za) motivating the reasons for promotion. Once the committee has reviewed the request, the

pilot will be informed regarding the outcome and the relevant changes will be made to the National Scoring Register (if needed). Thereafter the pilot may compete in the next higher class.

18.3 Should a pilot win a National contest (Nationals and Masters), or obtain an average percentage of 60% or more for his/her three highest League, National and/or Provincial Championships in a given year, the pilot will be promoted to the next higher class by the MAASA committee at the start of the next flying season. This is not applicable to the Masters Class.

18.4 Should any pilot fail to achieve an average percentage score of 50% or more in 3 consecutive MAASA recognized Provincial or National championships in a given year, he will be relegated to the next lower class only. The committee will inform a pilot in writing in this regard. The pilot may thereafter be promoted again in line with paragraph 18.2 and 18.3. Pilots shall not be relegated lower than the Advanced class although they can request the committee to allow them to move as per 18.5

18.5 Should a pilot voluntarily want to be relegated to the next lower class, he/she must submit the request in writing to the MAASA secretary (secretary@maasa.co.za) for consideration. The reason(s) for the request must also be included as part of the motivation for relegation. Once the committee has reviewed the request after considering the previous two years scores achieved in national, provincial and league competitions, the pilot will be informed accordingly.

18.6 If a pilot is able to prove inactivity of 2 calendar years or more from precision aerobatics and wishes to again start flying competitive aerobatics, he may start at the next lower class than the one that he had retired from. Should a pilot prove inactivity from precision aerobatics for a period of 5 years or more, he may start competing in the Sportsman class.

18.7 Pilots competing in the Masters class at the beginning of a flying season may migrate to F3A class at any stage. Pilots competing in the F3A class may only migrate to Masters Class at the beginning of a flying season. Points scored towards a Masters invite will only apply to the class in which they were earned.

18.8 The MAASA Committee may recommend that a pilot be promoted to the next higher class based on his past performances to ensure fair competition in all classes.

19 F3A Team Selection

19.1 The criterion for qualification for inclusion in the National Team is described in more detail in Appendix B. Some extracts are highlighted below.

19.2 Every competitor, team manager and assistant team manager entering an international contest must possess a valid FAI Sporting Licence. This Sporting Licence is issued by the NAC of the competitor, team manager or assistant team manager under the conditions of the General Section of the Sporting Code and must bear the national identification mark. Substitution of team members are permitted only up to the time of registration or prior to model processing, whichever comes first.

19.3 The national team shall consist of no more than five members. Three Senior or Junior competitors, one Junior competitor and a Team Manager. The

reigning World or Continental Champion has the right (subject to the approval of his National Aero Club) to participate in the next world or continental championships in that category regardless of whether he qualifies for the national team or not. If he is not a member of the national team, his score will not be considered in the team results. A Team can also consist of one competitor.

20 F3 Aerobatics Manoeuvre Execution Guide

The purpose of this section is to furnish the pilot with some understanding of what judges will be looking for during the performance of various aerobatic manoeuvres.

Refer to the MAASA website for Power Point presentations on judging.

Also refer to the FAI Sporting Code, Section 4, Volume F3, Annex 5b for the Manoeuvre Execution Guide.

21 Judging

21.1 Local Judges Training and Selection Criteria

MAASA shall use the following guideline for selection, training and monitoring local judges performance:

a) The requirement for a judge shall be any individual who has an interest in radio controlled aerobatic competition judging and who is a paid up MAASA member.

b) The training shall consist of the following:
   a. Studying of the MAASA Sporting code.
   b. Studying of the FAI F3A Sporting code.
   c. Practical training by a level 4 or higher judge.
   d. Writing and passing an open book examination.

c) Judges career categories shall be the following:
   a. Level 5 – (Trainee Judge) League and monthly competitions
   b. Level 4 – (Regional Judge) Provincial Championship
   c. Level 3 – (National Judge) National Championship (Nationals/Masters)
   d. Level 2 – (International Judge) Any other open international championship
   e. Level 1 – (World Championship Judge) Judged at a World Championship

d) Based on the currency requirements for judging a MAASA judge may revert to a lower level for active participation. MAASA will only submit judges that are current for the international judging panel although the achievements of retired judges will always be recognised.

e) MAASA may at its own discretion invite judges that are no longer current but that previously held the required level to participate in competitions at a National level. Regions may request that MAASA accept a judge that is no longer current but previously held the required level at Regional competitions should no other active judges be available. Without written acceptance from MAASA a league event (including Provincial and National competitions) held without judges that hold the required level shall not be recognised for invitation to the Masters competition.

f) The Judges register shall be maintained by the Chief Judge in accordance with the sporting code and regularly published on the MAASA website. The Judges

register shall list the date, province and type (monthly, league, provincial or national) of event. The classes judged and number of rounds need not be recorded. Regional reps are required to forward details to the Chief Judge with 2 weeks of the competition. Information not forwarded timeously will not be used for judges currency requirements but may still be recorded in the Judges logbooks.

g) A logbook shall be kept by all judges interested in achieving level 1 or 2 status for the purpose of submitting a judging CV to MAASA for consideration. Judges wishing to accept MAASA's nomination for level 1 or 2 shall complete the MAASA Declaration of Undertaking (Appendix F)

h) Progression to the next level shall be as follows:
   a. Level 5 (Trainee Judge)
      All pilots and individuals interested in judging shall be regarded as Level 5 Judges after passing the written examination until they progress further. Level 5 judges can be invited by the MAASA regional rep to judge at monthly and league (excluding Provincial and National) events. A level 5 judge that has judged at least 3 events (monthly or league), together with a level 4 or higher judge as mentor, in a rolling 12 month period will automatically be promoted to a Level 4.

   b. Level 4 (Regional Judge)
      A level 4 Judge may be invited by the MAASA Regional rep to judge at a league event, including Provincial and monthly competitions. A level 4 judge that has judged at least 3 events subsequent to obtaining his level 4 status, in a rolling 12 month period will automatically be elevated to a Level 3. A Judge that has not met the above requirements will revert to level 5 until such time that the currency requirements are met.

   c. Level 3 (National Judge)
      A level 3 Judge can be invited by the MAASA Committee to judge at a National event and by the MAASA regional rep to judge at a league event, including Provincial and monthly competitions. A level 3 judge that has judged at least 3 events subsequent to obtaining his level 3 status in a rolling 12 month period will retain his Level 3 status. A judge that has not met the above requirements will revert to level 4 until such time that the currency requirements are met after which the Level 3 status will again be awarded.

   d. Level 2 (International Judge)
      Any current level 3 judge that has judged at least 3 National events over a four year period may submit their CV to the MAASA committee for consideration. Submissions must be made before the 15th October of each year. Late submissions may not be considered by the committee. Should the MAASA committee approve the Judge for nomination to the international CIAM/F3A register the Judge shall submit the Declaration (Appendix F) to the MAASA committee after which MAASA shall submit the nomination to CIAM for approval. After approval by CIAM and while maintaining the currency requirements for a Level 3 judge a level 2 status will be awarded. A judge that does not meet the currency levels for a level 3 judge shall revert to a level 4 and will have to re-apply for level 2 once the criteria for level 3 has been achieved.

   e. Level 1 (World Championships Judge)
      A Level 2 judge that has judged at the F3A World Championships will be awarded a Level 1 status by MAASA in recognition of their achievement. A level 1 judge that does not meet the currency levels for a level 3 judge

shall revert to a level 4 and will have to re-apply for level 2 once the criteria for level 3 has been achieved. On successful application for level 2 the level 1 status will be restored.

In all cases a judge's highest level will be recorded and recognised as a personal achievement.

21.2 International Judges Selection Criteria

The MAASA committee will use the following criteria to rank and nominate judges to the international CIAM/F3A register (In order of importance):

a) Judging consistency at National Championships
b) Judging consistency at Provincial Championships
c) The active career of the applicant.
d) The history of the applicant with regards to commitment and contributing to the development and growth of MAASA and F3A aerobatics in South Africa.

22 Appendix A – Aerobatic Schedules

Refer to the MAASA website for more details on the current schedules.
Refer to the FAI Sporting Code, Section 4, Volume F3, Annex 5a for the Masters and F3A classes Maneuvers Description & Diagrams.

22.1 Aerobatics Schedules

Classic Aerobatics: This schedule is a part turn around schedule. The Take-off and Landings manoeuvres are not judged. This schedule forms part of the National Scoring System.

Sportsman: This schedule is a part turn around schedule. The Take-off and Landings manoeuvres are not judged. This schedule forms part of the National Scoring System.

Advanced: All turnaround manoeuvres in this class are judges. The Take-off and Landing manoeuvres are not judged. This schedule forms part of the National Scoring System.

Masters: The FAI Preliminary Schedule will be flown in this class. This schedule forms part of the National Scoring System.

F3A: The FAI Preliminary and Final schedules will be flown as follows. The F3A class will fly a PPFF format at all competitions. Where a competition consists of only three rounds the format will be PPF. These schedules form part of the National Scoring System.

23 Appendix B – F3A Team Selection Criteria

a) Pilots must have qualified for the Masters preceding the World Championships or be invited to the Masters by the MAASA committee (refer to paragraph 17.9), to remain part of the team selection process even though for some valid reason they were not able to participate in that event.
b) There will be three team selection events as shall be determined by the MAASA committee and included in the annual contest calendar.
c) For Senior Members, all team selection events will consist of two rounds of the applicable FAI Preliminary schedule and two rounds of the applicable FAI Semi-Final Schedule. The best three normalised scores of all four rounds will be used to determine the result.
d) For Junior Members competing in the Masters Class, all team selection events will consist of four rounds of the applicable FAI Preliminary schedule. The best three normalised scores of all four rounds will be used to determine the result. Should a Junior member elect / promote to compete in the F3A class during a team selection cycle, previous scores may not be carried forward as part of the team selection events.
e) Should Junior member(s) compete in the F3A class, the highest ranking Junior member in the F3A class will be eligible as the Junior team member and will get preference over Junior member(s) flying only Preliminary schedules (Master Class).
f) In the case where there is not a full Seniors team selected, the Junior member(s) competing in the F3A class may form part of the Seniors team after ratification and approval by the MAASA Committee.
g) The best two of the three team selection events normalised scores will count towards the final team selection.
h) The normalized scores for the Senior and Junior Team selection ranking will be tabulated separately to determine the Ranking for the Senior and the Junior members.

24 Appendix C – F3A Team Declaration

Model Aerobatic Association of South Africa

F3A DECLARATION/UNDERTAKING BY PILOTS AND TEAM MANAGERS

To be completed by members of MAASA who have participated in and completed the team selection process, or are qualified and experienced to manage and coach the team. A team will only be selected by the MAASA committee upon receipt of this declaration from every qualifying team member, within fourteen (14) days after the selection process has been completed. Final team ratification lies with the SIG and SAMAA committees.

1. I the undersigned herewith acknowledge and declare that I am qualified to be included in the next South African F3A Aerobatics team and that I have fulfilled/will fulfil the requirements listed below, that my selection is not automatic and that my performance warrants inclusion in the team. I further declare that:

   - I am a South African citizen and that I will have a valid SA passport three (3) months before the departure of the team, and I am eligible for a visa from the host country.
   - That I am a paid up member in good standing of both MAASA and SAMAA, and will obtain a current FAI Sporting license.
   - I will be able to obtain at least ten (10) working days leave to attend the world championships.
   - I will be able to attend reasonable training/coaching sessions as determined by the Team Manager/Coach.
   - I will follow all reasonable guidelines and instructions issued by the Team Manager/Coach.
   - I understand that the overall team performance is paramount and takes precedence over any personal aims.
   - Any sponsorships or grants received will be declared and if possible must be shared for the benefit of the team as a whole.
   - I will have all the required funds available to attend the world championships, inclusive of entry fees, even if no sponsorship or grants are obtained.
   - I will not hold MAASA, SAMAA or the Aero Club of South Africa responsible should the team be refused entry to or the World Championships is cancelled.
   - At all times I will conduct myself in a sporting manner and be a worthy representative for South Africa.

Name: ……

Address: ……..

Signature: ……Date: …….
(if minor(≤18 years) to be signed by parent or guardian)

25 Appendix D - Contest Organizer Checklist

The following issues should be considered to ensure the smooth running of a Contest.
First estimate the number of entries for the event and then plan accordingly. Calculate the time required to fly the required number of rounds making provision for regular breaks for the judges.

D1. Facilities and Equipment

1. Ensure accurately and clearly marked flight line(s) with centre and end box flag poles and flags.
2. Chairs and Umbrellas / Gazebos for judges
3. Demarcated Ready Boxes
4. Clipboards, Pens for judges
5. Stop watches
6. Score sheets all classes.
7. Appoint Scorekeeper, arrange for a computer, scoring program, printer with cartridges and paper.
8. Scoreboard.
9. Catering Facilities
10. Refreshments for Judges, line directors, and jury.
11. Frequency Control (if required)
12. Shelter / Tent for pilots/planes.
13. Function hall for social functions, meetings and Prize giving.
14. Security
15. Toilets
16. Charging facilities (Optional)

D2. Officials

1. Appoint / Invite the required number of qualified judges/scribes for one or two flight lines. (Judging list and grading levels are available on the MAASA website.)
2. Appoint a Contest Director
3. Appoint Flight line Director(s)
4. Appoint Jury
5. Appoint Runners to collect the score sheets from the judges.

D3. Finance

1. Compile a Budget for the event.
2. Determine the cost of Officials – travelling, daily fee, refreshments and accommodation.
3. Determine Entry fee.
4. Determine Protest fee.
5. Submit the budget to the MAASA committee for approval and possible financial assistance.

D4. Model Processing

1. Calibrated scale with 5kg or 5.5kg reference mass.
2. a 2 Meter measuring device (F3A)
3. Sound measuring instrument/s– for reference purposes only
4. Voltmeter.
5. Random Draw (5) ball set in a bag used for model processing during the event.

D5. General

1. Register the event with SAMAA
2. Generate and Distribute the Entry Form for the contest.
3. Entry confirmation sent to all pilots
4. Generate the flight schedules for each day based on the number of entries for each class. The draw will be done as defined in paragraph 10.
5. Publish a list of available accommodation in the area.
6. Provide a list of available practice sites in the near vicinity.
7. Provide GPS Coordinates for Contest and Practice sites.
8. Trophies
    a. Follow up that floating trophies are returned for the event.
    b. Procure trophies for the relevant classes.
    c. Define and obtain recognition mechanisms such as Certificates, medals, cloth patches or mini trophies for each judge and officials.
9. Ensure that the Contest Report is published within two weeks after the event.

26 Appendix E – Official Coaching Guidelines

In order to ensure transparency and fair conduct, the following guidelines should be followed when "Officials" are tasked to do pilots training.

1. A pilot (here after referred to as the organiser) can approach an official for coaching at the pilot's club.

2. First preference for attendance of the coaching session can be given to the local club members.

3. The coaching session should cater for a minimum of 4 pilots.

4. Should there be less than 4 pilots attending from the local club then the extra slots can be filled with other pilots (non-club members).

5. If there are extra slots (less than 4 local pilots attending) the organiser of the coaching session will contact the Provincial Representative and request the representative to circulate the details of the coaching session indicating the number of "extra" slots available.

6. Pilots wanting to be coached should reply to the representative and the organiser. The available slots will be filled on a first confirmed basis.

7. Any pilots attending a coaching session at a club where they are not a member may need to pay a local landing fee as per the local club rules.

8. The coach will be reimbursed for expenses. All pilots participating will make a contribution to these costs.

9. The organiser will need to make all arrangements for the session including any approvals by the local club committee.

10. Should a pilot not be able to attend sessions arranged by other clubs then the onus is on that pilot to contact an official to arrange for a coaching session at his/her club whereby he/she can be guaranteed a slot, but the minimum of 4 slots must be adhered to.

27 Appendix F – International Judges Declaration

Model Aerobatic Association of South Africa

F3A DECLARATION/UNDERTAKING BY JUDGES APPLYING TO MAASA TO BE REGISTERED AS INTERNATIONAL JUDGES WITH CIAM

To be completed by members of MAASA who have participated in and completed the judging selection process. A judge will only be considered for nominated to the CIAM international F3A judges panel by the MAASA committee upon receipt of this declaration.

I the undersigned herewith acknowledge and declare that I am qualified to be nominated for inclusion in the CIAM F3A International judges register and that I have fulfilled/will fulfil the requirements listed below should I be selected to represent my country internationally, that my nomination is not automatic and that my performance warrants nomination by MAASA. I further declare that:

- I am a South African citizen and that I will have a valid SA passport three (3) months before the departure of the team, and I will be eligible for a visa from the host country.
- That I am a paid up member in good standing of both MAASA and SAMAA, and will remain in good standing while on the international judges panel.
- I will be able to obtain sufficient leave to meet my obligations as an international judge.
- I will ensure that I remain current in terms of the MAASA sporting code during my tenure as an international judge.
- I will follow all reasonable guidelines and instructions issued by the MAASA Chairman.
- I understand that representing South Africa, SAMAA and MAASA is paramount and takes precedence over any personal goals.
- I will not hold MAASA, SAMAA or the Aero Club of South Africa responsible should I not be accepted onto the CIAM F3A international judges panel.
- At all times I will conduct myself in a sporting manner and be a worthy representative for South Africa, SAMAA and MAASA.

Name: ……

Address: ……..

Signature: ……Date: …….
(if minor(≤18 years) to be signed by parent or guardian)

28 Appendix G – SAMAA Proficiencies for MAASA Members

These MAASA proficiency criteria outline the evaluation requirements for SAMAA Bronze, Silver, Gold and Instructor ratings. SAMAA proficiency ratings may be awarded to MAASA pilots according to achievements during participation at MAASA recognised national competitions.

• A SAMAA Bronze proficiency rating will be awarded to any Sportsman or higher category pilot who achieved a minimum average score of 50% in any recognized national MAASA competition.

• A SAMAA Silver proficiency rating will be awarded to any Advanced or higher category pilot who achieved a minimum average score of 55% in any recognized national MAASA competition.

• A SAMAA Gold proficiency rating will be awarded to any Masters or F3A pilot who achieved a minimum average score of 60% in any recognized national MAASA competition.

• A SAMAA Instructor proficiency rating will be awarded to any F3A pilot that represented South Africa at any previous Aerobatic World Championship.

The Committee undertake to scan their records for highest proficiency rating that MAASA pilots qualify and advise the pilot of the result and arrange with SAMAA to award the applicable proficiency rating.

MAASA undertakes to regulate the process and to provide SAMAA with the information on pilots that qualify on an annual basis.

29 Notes