



## **MINUTES OF THE MAASA COMMITTEE MEETING**

Venue: Andre' Stockwell's house

Date: 2013-01-17

### **PRESENT**

Arthur Eggar (MAASA Chairman) (TELEPHONE)  
Andre Stockwell (MAASA Vice Chairman)  
Richard Wiedemann (Secretary)  
Ivan Olivier (Chief Judge)  
John Brink (International PR Officer)  
Danie Potgieter (Snr) contest director

### **1. WELCOME**

Arthur Eggar welcomed all to the meeting

### **2. APOLOGIES**

Stuart Nix (National PR) (Skype)  
Nazeem Harris (Treasurer) (Skype)

**AGENDA**

1. Welcome
2. Apologies
3. Confirmation of minutes of the previous meeting
4. Matters arising from previous minutes
5. Sporting code – initial flight draws & promotion and relegation
6. Judging
7. Nationals 2013
8. Finance
9. Worlds 2013
10. General
- 10.1 MAASA LOGO (John brink)
- 10.2 Schedule advanced Bob flagged a discrepancy in the Sporting code regarding the A14 Schedule, maneuver #10 on page 21 of the FAI Sporting Code.

**3. CONFIRMATION OF MINUTES FROM PREVIOUS MEETING**

**PROPOSED MINUTES ARE CORRECT – Andre’ Stockwell**

**Seconded that minutes are correct - Ivan Olivier**

**4. MATTERS ARISING FROM THE PREVIOUS MEET**

Minutes of the Maasa meetings to be distributed to the chairman of SAMAA (Lionel Brink - lionelbrink@yahoo.com) and the SIG chairman (Marthinus Potgieter - marthinus@cointech.co.za)

**DISCUSSION**

<b>Ref</b>	<b>TOPIC</b>	<b>DISCUSSION</b>	<b>ACTION BY:</b>	<b>WHEN</b>
5	<b>Sporting code – initial flight draws &amp; promotion and relegation</b>	<p>Two points from previous minutes</p> <p>1.Promotion relegation paragraph in sporting code needed to be revised (previous minutes reference item 13)</p> <p>2. Masters draw required clarity.</p> <p>Andre’ distributed changes in sporting code for comment and acceptance, changes are as follows attached to minutes as APPENDIX B( Promotions and Relegations) and APPENDIX C ( The draw for flight order)</p> <p>Draw to be held on morning of contest, draw applies to all pilots and classes, should any pilot not be present at the pilots briefing the chief judge will draw on behalf of pilot, should pilot still not be present on commencement of his flight the sporting code ruling shall apply.</p> <p>This Draw shall apply for the North West Champs. Nico to check before accepting entries that pilots are paid up SAMAA members as well as paid up MAASA members.</p>	<p>Andre’</p> <p>Andre’</p> <p>Next National comp</p>	<p>Done</p> <p>Done</p>
6	<b>Judging</b>	<p>Remuneration of judges</p> <p>In Local events being monthly’s and league monthly’s, provincials, nationals and Masters. Judges as well as Contest directors, scorer’s and officials for the day, should be refunded by the organiser for the days for expenses such as petrol (proof of mileage must be provided), accommodation, meals for the day provided, toll gate costs are becoming a concern. Judges requiring airfare must be approved by organiser according to their budget, organiser may offer partial assistance leaving the judge to decide whether he is prepared to carry the cost himself, it is recommended to use local judges to keep the cost down.</p>	Ivan	Discussed with judges

Ref	TOPIC	DISCUSSION	ACTION BY:	WHEN
		<p>Judges Certification and Grading                      Proposal from Ivan Olivier                      Judges career categories shall remain as per sporting code be the following:</p> <ul style="list-style-type: none"> <li>a. Level 5 – Monthly/ League competitions</li> <li>b. Level 4 - Provincial Championship</li> <li>c. Level 3 - National Championship (Nationals/Masters)</li> <li>d. Level 2 - Any other open international championship</li> <li>e. Level 1 - World Championship or Continental Championship                      (Continental e.g. European Championship or Asian Oceanic Championship)</li> </ul> <p>Judges are to judge in 3 monthly competitions to be invited to a provincial                      A minimum of 2 provincials to be invited to a nationals or Masters, should judges not judge for a 24 month period their rating will revert back to Level 5.                      The 24 month period is to coincide with the 24 month schedule changes.</p> <p>Ivan Olivier has been appointed as a judge at the 2013 world champs  <b>CONGRATULATIONS</b></p>		
7	<b>Nationals 2013</b>	<p>A new option for 2013 Nationals has become available, the Midvaal Raceway, cost for venue hire is R25000.00                      Arthur has offered a R10 000 sponsorship from ARE ENTERPRISES                      Nats budget from Maasa R15000.00                      Last year’s budget needs to be modified in view of new venue                      Arthur to approach Midvaal and secure site for Nationals 2013</p> <p>It was the decision of the committee that Midvaal raceway site is a viable option and seems to be within budget, therefore Arthur is to go ahead with securing site.</p> <p>Other options for Nats 2013                      1. CORSAIR to be investigated                      2. NERF has confirmed that they are interested, only one runway available and</p>	<p>Arthur Eggar</p> <p>Nazeem Harris</p>	

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Ref	TOPIC	DISCUSSION	ACTION BY:	WHEN
		second runway construction being considered.		
8	<b>Finance</b>	APPNNDIX A attached Income and Expenditure statement for period 08 May 2012 to 16 January 2013	Nazeem Harris	Next meeting
9	<b>Worlds 2013</b>	Full report on Worlds 2013 to be found at <a href="http://www.f3a2013.co.za">www.f3a2013.co.za</a>		
10	<b>General</b>	10.1 MAASA LOGO Logo presented on site was incorrect, this has been corrected  10.2 Schedule advanced Bob flagged a discrepancy in the Sporting code regarding the A14 Schedule, manoeuvre #10 on page 21 of the FAI Sporting Code. The schedule is correct on the MAASA WEB SITE and in the 2013 FAI F3A Sporting Code.	Stuart Nix	done

The meeting closed at 10.45pm

Next meeting to be held on 21<sup>st</sup> March 2013

**Appendix A:**

<b>Income and Expenditure statement for period 08 May 2012 to 16 January 2013</b>	
<b>Income</b>	
Membership Renewals:2012	R 1 050.00
Membership Renewals:2013	R 7 150.00
SA Masters Entry fees incl additional meals	R 4 200.00
Interest Income	R 648.91
<b>Gross Income for the period</b>	<b>R 13 048.91</b>
<b>Expenditure</b>	
SA Masters Expenses	R 16 104.80
Bank Charges	R 925.75
World Championships 2013 - Affiliation Fee	R 6 117.85
Grants Paid - KZN	R 1 500.00
<b>Gross Expenditure for the period</b>	<b>R 24 648.40</b>
<b>Net Income/(Expenditure for the period)</b>	<b>-R 11 599.49</b>
<b>Opening balance at the beginning of the period</b>	<b>R 48 438.74</b>
<b>Available funds as at 16 January 2013</b>	<b>R 36 839.25</b>
<b>Balance per bank statement 16 January 2013</b>	<b>R 36 839.25</b>
<b>Difference: Check should be zero</b>	<b>R 0.00</b>

## APPENDIX B

### 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 Pilots may promote themselves 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 communicate their intentions, stating the grounds for self-promotion, to the MAASA Committee before competing in the next higher class. Once the committee has reviewed the request, the pilot will be informed regarding the outcome and the relevant changes will be made made to the National Scoring Register (if needed).
- 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 National, Provincial Championships in a given year, the pilot will be promoted to the next higher class at the start of the next flying season. This is not applicable to the Masters Class.
- 18.4 See 18.2 above.
- 18.5 Should any pilot fail to achieve an average percentage score of 55% 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.
- 18.6 Should a pilot voluntarily want to be relegated to the next lower class, he/she must submit the request in writing to the MAASA committee for consideration. The reason(s) for the request as well as the previous two years scores achieved at National and Provincial level must also be included as part of the motivation for relegation. Once the committee has reviewed the request, the pilot will be informed accordingly.
- 18.7 If a pilot is able to prove inactivity of 2 calendar years or more from any form of R/C flying 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 any form of R/C flying for a period of 5 years or more, he may start competing in the Sportsman class.
- 18.8 Pilots may migrate between the F3A and the Masters classes at any time, without any promotion or relegation criteria being applicable. Points scored towards a Masters invite would only apply to the class in which they were earned.

**APPENDIX C**

**The draw for flight order**

- 10.1 The draw will be done for each flight line, except when possible, frequency will not follow frequency, or pilots and their callers follow one another. Also pilots and callers on separate flight lines will be separated by at least two competitors. Organisers should where 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 established by a random draw. The draw will be done by the pilots at the pilots briefing before the start of the contest. Should a pilot not be present at the pilots briefing, the Chief Judge will draw on his/her behalf. For flights two, three and four the flight order will start 1/4, 1/2 and 3/4 down the flight order respectively with decimal fractions **rounded up**. The same pilot may not start two rounds (unless there is less than 4 pilots in the class ).The table below shows the draw for each round for various class sizes.

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

When two additional F-Schedule rounds are to be flown in the F3A class, a new random draw will be done by the selected pilots who have not started a round during the preliminary rounds.  
 In the case where all the F3A pilots have started a round, a new flight draw will be done by all the pilots who were selected to fly the F-Schedule rounds. The second F-Schedule round will be started by the pilot halfway down the flight draw with decimal fractions **rounded up**.

- 10.3 Warm-up flight(s) to 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 contest should it be necessary. For the F3A class, the F Schedule warm-up flights will be flown by the two best pilots who did not make the F- Schedule cut off.