

2008 Combined SIG Meeting
Air NZ Social Club Rooms, Auckland Airport
July 19th
The Meeting Opened at 11:10am

Minutes

1. Welcome by Competition Manager.
Kevin Botherway, the new Competition Manager introduced himself.
2. Apologies.
Apologies received from S. Hall, F. Briggs, B. Gibson
Moved G.Main Seconded D. James
3. Roll Call.
SIGs represented were;
Pattern/IMAC – A. Chadderton-Smith
Pylon – E. Galloway
Large Model – W. Cartwright & C. Kemp
Free-Flight - W. McGarvey
R/C Scale – B. Borland & G. Avenell
Scale F/F & C/L – R. Bould
R/C Soaring – D. James
Helicopter – N. Harker
Vintage – G. Main
Jet – D. Hodges
4. Minutes of Previous SIG AGM.
Minutes of the last SIG AGM were taken as read
Moved C. Kemp Seconded G.Avenell
5. Matters Arising.
No discussion on matters arising from last AGM minutes
6. Finance.
Copies of all SIG accounts were distributed.
Copies distributed of SIG financial guidelines and application forms for various types of grant from the Competition fund.
Discussion about the combining of Soaring and Electric SIG accounts, Electric to remain separate for now, to be used as required by Soaring SIG – they may be a need for an Electric SIG in future to promote/foster this growing discipline.
7. Nats.
Antony Groenewegen presented a Powerpoint slide show of the Balclutha Nats facilities. Also include a preview of the proposed Nats logo and plaques for prize giving.
The proposed Nats flying program was distributed, previously discussed with SIGs by Lloyd Dickens (Recording Officer). A small discrepancy was noted in the timing of Pattern/IMAC and Pylon – (Typo error most likely)
There was considerable discussion about the likely number of competitors at the forthcoming Balclutha Nats
SIGs were asked for an estimate of the possible numbers;
Pattern/IMAC – 10-15, Pylon – 10, Free-Flight – 20, R/C Scale – 4, Scale F/F & C/L – 3,
R/C Soaring – 15, Helicopter – 3, Vintage – 15.
The Heli SIG was convinced that a survey taken showed few, if any, Heli fliers expect to attend.

With some entering multiple disciplines there could be about 70 competitors, about average for an Sth Island Nats.

There was further discussion about the timing of the Nats and the possibility of moving away from the traditional Christmas/New Year period. This period still seems the most likely time for people to get away from work.

Nats budget was tabled, showing only likely expenditure (attached). Income will depend on entry numbers. A break-even figure of about 60-70 contestants seems possible.

Sigs need to designate Contest Directors for their events, most are already arranged and will be confirmed by e-mail.

8. Do Helper/Callers need to be NZMAA members?

There was some confusion over the provision of insurance – to clarify, personal injury is covered by ACC – not by NZMAA insurance. Newcomers to the sport can be covered by NZMAA insurance – from our insurance summary “*prospective (new) club members who have yet to pay their club and NZMAA fees. (Note that this cover extends for a maximum of three months from the first date that such a person first operates a model aircraft with the club)*” and “*persons who may be assisting at club activities (such as spouses and other appointed volunteers)*”

After some discussion it was left to the discretion of SIGs to write supplementary rules for events where helpers or callers have a significant impact on performance or safety.

9. Events for Annual Calendar.

After some discussion it was recommended that the NZMAA website incorporate a booking system for SIGs and Clubs to enter their preferred dates for contests/rallies as a means of avoiding double booking.

SIGs must look ahead and plan their event calendar to foster and promote their discipline.

10. Carriage of models by airlines.

Barry Lennox spoke of his negotiations with various airlines. AirNZ and QANTAS have been helpful and there is an established system to ease the transport of models on international and domestic flights. Other airlines have been less helpful – in some cases, no reply.

The current arrangement with AirNZ and QANTAS works well but relies on an early application to cover the possibility of contact people being absent for some reason.

Inspection and cleaning of models must be rigorously adhered to – any shortcut could jeopardize the position of all modelers traveling.

11. Safe transport of batteries.

Brian Borland related his problem with a radio system flight battery after a successful (model) flight.

Barry Lennox spoke on the IATA regulations and the general dangers posed by batteries of various types.

The conclusion was that the checklist for the transport of models should be updated to include removal of batteries from the models and transmitters with the batteries to be taken as “carry-on” baggage, preferably in a “safe bag”.

12. General Business

Mike Brider suggested to all SIGs that they make an effort to communicate their information on events and news directly to clubs as there is a perception that SIGs are catering to their own select group only.

Wayne Cartwright spoke about the large model inspection system and the need to be alert to members who may not be aware that inspection is necessary for model over 15Kg or 75cc.

Ewan Galloway called for a vote of thanks to the previous Competition Manager (Gypsy) for the work she undertook and the challenges resolved along the way- - agreed unanimously.

The meeting concluded at 11:40am