MODEL AERONAUTICAL ASSOCIATION OF AUSTRALIA

HEAVY MODEL AIRCRAFT INSPECTION AND OPERATION PROCEDURE

MOP015

APPROVED: MAAA PRESIDENT Date: 13/02/2011

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Shading of text identifies changes to the previous version.

HEAVY MODEL AIRCRAFT INSPECTION AND OPERATION PROCEDURE

1. INTRODUCTION

1.1 The MAAA requires that Heavy and Gas Turbine powered Model Aircraft be operated in conformance to the CASA regulations, the MAAA Manual of Procedures, and MAAA safety requirements.

1.2 A Model Aircraft operated by an Affiliate Member of the MAAA is subject to the requirements of the MAAA Manual of Procedures as well as CAR (1998) Part 101.

1.3 The regulations and requirements contained in this document are not applicable to Unmanned Aerial Vehicles (UAVs) as they are not considered Model Aircraft. UAVs are subject to specific sections of CAR (1998) Part 101.

1.4 The MAAA requires that all aircraft with a dry mass greater than 7Kgs have a valid Permit to Fly.

1.5 MAAA FW25 and RW25 Aircraft Inspectors are authorised to issue Permits to Fly for Large Models to any Affiliate Member of the MAAA irrespective of State of affiliation of the Inspector or aircraft owner or pilot.

1.6 MAAA FW50 and RW50 Aircraft Inspectors are authorised to issue Permits to Fly for Giant Models to any Affiliate Member of the MAAA irrespective of State of affiliation of the Inspector or aircraft owner or pilot.

1.7 MAAA FW25 and RW25 Aircraft Inspectors may inspect a Large Model they own, or have built, ONLY when it is impractical due to distance or availability to have another FW25 or RW25 Aircraft Inspector perform the inspection. In this case the inspection and test flight of their own Large Model must be done in the presence of a member of the Inspector's Club Executive who shall countersign the Permit to Fly.

1.8 MAAA FW50 and RW50 Aircraft Inspectors shall not inspect or issue Permits for a Giant model they own, or have built.

1.9 All Gas Turbine powered Model Aircraft require a valid Permit to Fly form in accordance with MOP030 and the relevant requirements of this procedure.

1.10 All radio controlled Pulse Jet powered Model Aircraft require a valid Permit to Fly form in accordance with MOP025 and the relevant requirements of this procedure.

2. PURPOSE

The purpose of this publication is to provide all Affiliate Members of the MAAA a ready reference to their obligations and regulations as required under Commonwealth law, and MAAA rules and procedures for the operation of Large and Giant Model Aircraft.

3. DEFINITIONS

If there is any inconsistency between CAR (1998) Part 101 and this Procedure then the provisions of CAR (1998) Part 101 apply. All definitions given in the CAR (1998) Part 101 apply equally throughout this manual.

In this document the term Model Aircraft is taken to mean both radio controlled Fixed Wing and Rotary Wing model aircraft.

AAAO …….. Approved Aviation Administration Organisation An organisation approved by CASA to administer a particular aspect of sport aviation.

Affiliate Member …….. A person properly affiliated with a Club that is properly affiliated with an MAAA Ordinary Member.

ARF ……. Almost Ready to Fly. A Model Aircraft primarily manufactured by commercial business and assembled by the modeller.

CASA …… Civil Aviation Safety Authority.

Endorsed Pilot ……... Pilots who, having flown a test flight unaided to a safe standard while observed by the relevant MAAA Inspector, have their name endorsed on the “Permit to Fly” by the Inspector.

Failsafe …….. A system which sets a control/s to a predetermined setting when loss of signal is detected.

Fixed Wing Model Aircraft …… A Model Aircraft where the lift is provided solely by fixed surfaces.

Giant Model Aircraft ……. Any Model Aircraft with a dry mass, (excluding fuel, but including all batteries if electric powered) of more than 25Kgs but less than 50 Kgs.

Large Model Aircraft ……. Any Model Aircraft with a dry mass (excluding fuel, but including all batteries if electric powered) of 7Kgs or more, to a maximum of 25Kgs.

Inspector …….. Financial Affiliate Members of the MAAA who have met the requirements for their appointment and have been given written authority to carry out inspections on behalf of the MAAA in connection with the issue of a Permit to Fly.

Relevant Inspector ……. One of the following categories of MAAA Inspector: FW25, RW25, FW50, RW50, Gas Turbine endorsement. See MOP006.

Inspector Check List ……... The Check List for Inspection of a Model Aircraft as required for the issue of a Permit to Fly.

Heavy Model ……	A Model Aircraft with a dry mass, (excluding fuel, but including all batteries if electric powered), of greater than 7Kgs but less than 50Kgs.
MAAA ……..	Model Aeronautical Association of Australia Inc.
MAAA Ordinary Member ……	A State Association properly affiliated with the MAAA Inc.
Model Aircraft ……..	The generic term covering both Fixed and Rotary Wing Model Aircraft.
Ordinary Member …….	See MAAA Ordinary Member
Permit to Fly ……..	A document issued by an authorised MAAA Inspector, valid for 3 years from date of issue, following inspection in accordance with MAAA procedure. A Permit to Fly becomes valid when a single pilot has been endorsed by an authorised MAAA Inspector.
Radio Controlled Model Aircraft	See MAAA Internal and Stabilisation Policy, MOP044
Rotary Wing Model Aircraft	Otherwise known as a helicopter
RTF ……	Ready to Fly. A Model Aircraft manufactured and assembled by commercial business as a complete package and capable of flying as supplied.
State Association …….	See MAAA Ordinary Member
Temporary Permit ……..	A permit, valid for the day of issue only, which allows a test flight/s for the purpose of issuing a Permit to Fly.
UAV ……	Unmanned Aerial Vehicle. A Model Aircraft used, or intended, for commercial purposes/activity or capable of autonomous control.

4. RESPONSIBILITIES

4.1 Owner/Operator

4.1.1 Individual operators of Model Aircraft are responsible for their compliance, and their model's compliance, with CAR (1998) Part 101 and also with all MAAA rules and the requirements of the MAAA Manual of Procedures.

4.1.2 Owners are responsible for ensuring that all paperwork, including inspection documentation, is kept so that it is available for re-certification processes.

4.2 Inspector

4.2.1 Inspectors are responsible for maintaining an awareness of the requirements of the MAAA Manual of Procedures with respect to inspecting and flying of Model Aircraft.

5. MAAA REQUIREMENTS FOR HEAVY MODELS

5.1 General

5.1.1 MAAA rules require that Model Aircraft that weigh between 7Kgs and 50Kgs, Dry Weight (without fuel but with all batteries), all Gas Turbine powered Model Aircraft (regardless of weight) and all radio controlled Pulse Jet powered Model Aircraft (regardless of weight) require a valid Permit to Fly before they are allowed to take off and be flown.

5.1.2 A Permit to Fly, (see Appendix A), is issued by an MAAA Inspector: FW25, RW25, FW50, RW50 with/without Gas Turbine/ Pulse Jet Endorsement, depending on the aircraft classification, on behalf of an MAAA Ordinary Member when the requirements detailed in this document have been met.

5.1.3 A Permit to Fly remains valid until any of the circumstances requiring suspension or cancellation occurs (see 7.3 & 7.4).

5.1.4 A suspended Permit to Fly may be revalidated by a relevant MAAA Aircraft Inspector as described in 8.2 below.

5.1.5 An MAAA Inspector for the relevant aircraft shall issue a Temporary Permit to Fly, valid only on the day of issue, to allow test flights as described below to take place.

5.1.6 On satisfactory completion of test flights required under this Procedure, the Inspector shall endorse the Temporary Permit accordingly, which then becomes a Permit to Fly.

5.1.7 In the event that it is impractical to obtain the services of a fully qualified MAAA Inspector for the relevant aircraft then the MAAA Executive may be contacted to see if there is any viable alternative.

6. REQUIREMENTS FOR THE ISSUE OF A PERMIT TO FLY

6.1 Prior to Inspection Process

6.1.1 All Heavy Models

6.1.1.1 Owners of Model Aircraft that require a Permit to Fly should obtain the Permit to Fly form (Form MAAA038) from the Forms Section of the Manual of Procedures on the MAAA web site (www.maaa.asn.au). They shall not use photocopies of the form shown in Appendix A. Other forms required are also available from the Forms Section of the Manual of Procedures on the MAAA web site.

6.1.1.2 The owner of the aircraft shall:

(a) Fill in the applicable fields in both sections of the Permit to Fly form.

(b) Sign the "Owner's Declaration" section of the Permit to Fly form.
(c) Identify on the Permit to Fly form the proposed Flight Envelope of the model. The Flight Envelope shall be selected from:
(i) level manoeuvres, flat turns, gentle climbs and dives
(ii) aerobatics except flick
(iii) unrestricted aerobatics

6.1.1.3 The owner shall use as appropriate: the "Check List for Inspection of a Fixed Wing Model Aircraft" (Appendix B), the "Check List for Inspection of a Rotary Wing Model Aircraft" (Appendix C), the "Check List for Inspection of a Gas Turbine Powered Aircraft" (Appendix D), the "Check List for Inspection of a Pulse Jet Powered Aircraft" (Appendix E) and the "Giant Model Aircraft Pre and During Construction/Assembly Inspection Assessment" (Appendix F) as a guide to check the aircraft and rectify any details that require attention.

6.1.1.4 Once satisfied that the aircraft is ready to be assessed for the issue of a Permit to Fly, the owner shall contact an appropriate MAAA Aircraft Inspector (for Gas Turbine powered models a relevant FW or RW Inspector with Gas Turbine endorsement is required) to arrange a date and time for the inspection and Permit process.

6.1.1.5 The Ordinary Member shall maintain a list of MAAA Aircraft Inspectors affiliated with the Ordinary Member who are authorised to issue Permits to Fly.

6.1.2 Giant Models – Additional requirements

6.1.2.1 Prior to the commencement of work on a Giant Model the builder/owner shall contact an MAAA FW50 or RW50 Inspector (for a gas turbine powered Giant Model an FW50 or RW50 with Gas Turbine endorsement is required). The Inspector shall assess the building drawings, ARF kit or pre-built model, to determine when the inspection schedule required should commence, taking into account the degree of complexity of the project. Multiple inspections may be made during construction as required by the Inspector.

6.1.2.2 The FW50 or RW50 Inspector shall determine the construction inspection program based on the experience of the modeller, if it is a proven design, the plans the aircraft is being constructed to and any other relevant information. An enlarged commercially available plan shall be treated as an "own design".

6.1.2.3 The FW50 or RW50 Inspector shall note on the Giant Model Aircraft Pre and During Construction/Assembly Inspection Assessment form, MAAA030, the number of and details of "during construction" inspections that shall be made and the stage/s of construction that these inspections are to be made.

6.1.2.4 For new ARF models, the FW50 or RW50 Inspector shall closely examine the model's construction method to the maximum extent

possible, and ensure that adequate test flying is carried out to confirm the structural airworthiness of the model.

6.1.2.5 In the case of already constructed models being inspected after change of ownership or revalidation, except ARF models as above, proof of previous inspections during construction (eg a previous valid Giant Model Permit) must be supplied.

6.1.2.6 If the proof of previous inspections and/or the previous Permit to Fly is not available then the FW50 or RW50 Inspector shall conduct a detailed inspection of the model taking into account the condition and type of model, previous knowledge of the model and other such factors.

6.2 Inspection Process – All Heavy Models

6.2.1 The MAAA Aircraft Inspector shall check the Permit to Fly form to ensure that the Ownership and Model Details are completed and that the Owner's Declaration is signed and dated.

6.2.2 The MAAA Inspector shall check that the model details on the Permit document are correct.

6.2.3 Prior to assembly of the aircraft to verify general airworthiness, "as distinct from structural integrity", the MAAA Inspector shall, using the relevant Check List for Inspection, inspect the aircraft, marking on the Checklist "Not Applicable" or indicating "Satisfactory" with a tick as appropriate. Any unsatisfactory items must be rectified, re-examined and marked/indicated "satisfactory" before test flights commence.

6.2.4 After assembly of the Model Aircraft, the MAAA Inspector shall examine the complete Model Aircraft to verify general airworthiness. Any unsatisfactory items must be rectified, re-examined and marked satisfactory before test flights commence.

6.2.5 If the MAAA Inspector is satisfied that the aircraft is suitable for a test flight a Temporary Permit to Fly for the day shall be issued by filling in and dating that section of the Permit to Fly form.

6.2.6 If the MAAA Inspector is not satisfied that the aircraft is suitable for a test flight the owner shall be informed of the problem/s that require attention to bring the aircraft to a state that would allow a Temporary Permit to be issued to allow a test flight to be undertaken.

6.2.7 If the problems identified by the Inspector are of a minor nature and can be repaired immediately, the owner can make repairs and submit the model for re-inspection.

6.2.8 Prior to any engine start (where applicable) the Inspector should ensure that the Radio Fail Safe has been set, at the very least, to not increase throttle.

6.3 Additional Inspection Requirements and Recommendations for Giant Models

6.3.1 Control Systems

The following minimum requirements for control systems shall apply. A FW50 or RW50 Inspector may recommend upgrading the requirements depending on the size and performance of the Giant Model under

examination. However final responsibility for the selection of a suitable system remains with the builder.

6.3.1.1 Radio Systems

The transmitter and receivers used for the control of Giant Models be tested and subject to ongoing checks strictly in accordance with the MAAA Frequency Directive. This means that both the transmitter and the receivers have to be certified. 10 kHz operation is not allowed for Giant Models.

6.3.1.2 Receiver

To give some form of redundancy, it is recommended twin receivers, each with separate power supply and wiring, share each of the primary controls of the aircraft wherever possible. For example one receiver would drive the port aileron and the second would drive the starboard aileron. It is recommended that Failsafe be used on at least the throttle channel. For most PPM systems, an add-on Failsafe would be needed.

6.3.1.3 Battery

Battery redundancy is required. This may be provided by use of separate batteries for each receiver or a common supply using a battery backer system from a power board or otherwise.

The total battery capacity shall take into account the number and power of the servos, the required control throws, the size and speed of the model together with the expected number of commands to be exercised in flight.

It is unlikely that a total battery capacity of less than 2000 mAH would be adequate for a Giant Model.

6.3.1.4 Servos – General

The following paragraphs specify the minimum servo torque required to power the primary control surfaces. Where servo torque is suggested for a control surface this can be provided by one or more servos working together. The minimum may not be sufficient for fast flying models or those with large control surfaces or throws.

It is suggested that if the builder does not have experience with the size and class of model being built that they take into account the recommendations of the designer, those of other models of similar weight and performance which are published in magazines or on the internet, the experience of other modellers or information published to calculate required servo performance. The Inspector is entitled to require the builder to justify his choice of servo.

Mechanical or other means of boosting torque supplied to a control surface may be taken into account when considering servo torque requirements on a control surface. This may be in the form a boost tabs or similar systems that assist control surface movements.

Servos must be visible for inspection i.e. with the wing off, or through an access panel.

6.3.1.4.1 Elevators
In the case of separate elevators, the minimum servo torque for each elevator half shall be 6Kg.cm. In the case of a single elevator the minimum servo torque to the elevator shall be 8Kg.cm.

6.3.1.4.2 Ailerons
The minimum servo torque per aileron shall be 6Kg.cm.

6.3.1.4.3 Elevons
The minimum servo torque per elevon shall be 8Kg.cm.

6.3.1.4.4 Other combined function control surfaces:
As for Elevons.

6.3.1.5 Control linkages
The control linkages, clevises and horns shall be able to withstand the maximum torque output of the servo.

Where commercial clevises are used for primary control surfaces, they must be a minimum of 4-40 type. Pull/Pull systems are recommended where appropriate. Heavy-duty linkages that are available for large aerobatic models, and heavy-duty servo arms, are recommended.

6.3.1.6 Engine(s)
In the case of ignition engine powered aircraft they shall be capable of being shut down from the transmitter by an alternate means to the throttle control (for example a separate servo operated kill switch). In the case of a dual receiver system this shall not be controlled by the receiver operating the throttle control.

6.3.1.7 Gas Turbine Powered
An MAAA FW50 or RW50 Inspector with Gas Turbine endorsement is responsible for the issue of the Permit to Fly for that type of Gas Turbine powered Giant Model. In addition to the above inspection requirements for Giant Models the installation and operation of the turbine/s shall be inspected and approved by the FW50 or RW50 Inspector with Gas Turbine endorsement.

6.4 Test Flights – General

6.4.1 Test flights can only take place after the relevant MAAA Aircraft Inspector has issued a Temporary Permit to Fly by the dating of the Permit to Fly form.

6.4.2 All test flights shall take place:
(a) at a site suitable for the purpose so that any failures do not endanger people or property, and
(b) in the presence of a relevant MAAA Aircraft Inspector, and
(c) while a Temporary Permit to Fly is in force for the model, and
(d) with all fuel tanks full.

6.4.3 The relevant MAAA Aircraft Inspector shall observe the proposed pilot test fly the aircraft. The model shall then be flown to demonstrate its ability to perform safely all the manoeuvres contained in the nominated flight envelope.

6.4.4 Pilots of aircraft being flown for a test flight shall demonstrate that they are able to maintain control of the model while performing safely the nominated manoeuvres. The manoeuvres must be recognisable and be performed without any disorientation or loss of control.

Specific Requirements for Fixed Wing Model Aircraft are:

(a) no control surface flutter is apparent
(b) the deflection of each control surface during level flight at full throttle produces the correct response
(c) take-off and landing must be flown by the above pilot so that:
(i) during take-off, the aircraft must not deviate from its initial selected heading in excess of 30 degrees until it achieves a safe height to manoeuvre.
(ii) landing must be achieved in the same general area as used for take-off and should not result in any major airframe damage to the aircraft under test. (For example, a nose-over resulting in a broken propeller would not be grounds for a rejection but a smashed landing gear from a heavy landing may require a re-test.)

Specific Requirements for Rotary Wing Model Aircraft are:

(a) no vibration or flutter is apparent
(b) the deflection of each control during hover produces sufficient and correct response to enable stable control within close proximity of the take off point
(c) the deflection of each control during forward flight produces sufficient and correct response to enable stable control
(d) take off, hover, flight and landing must be flown by the above pilot so that:
(i) during forward flight the aircraft must not deviate from its initial selected heading in excess of 30 degrees until it achieves a safe height to manoeuvre
(ii) landing must be achieved in the same general area as used for take off and should not result in any major airframe damage to the aircraft under test. (For example, a minor ground strike by the tail rotor would not be grounds for a rejection but a damaged main rotor blade or landing gear from a heavy landing may require a re-test.)

6.4.5 Any number of test flights may be made on the day; provided that changes other than adjustment of trimming devices and control throws are approved by the relevant MAAA Aircraft Inspector.

6.4.6 The MAAA Aircraft Inspector shall, if considered necessary, ask the pilot to demonstrate manoeuvres within the model's stated flight envelope to prove the aircraft's airworthiness and/or suitability for the manoeuvre.

6.4.7 The MAAA Aircraft Inspector shall sign the Permit to Fly Form adjacent to the flight envelope which has been demonstrated successfully and is within the capabilities of the aircraft and pilot. This is then considered the flight envelope of the aircraft for the endorsed pilot.

6.4.8 All pilots listed on the Permit to Fly form must have their flight envelope tested, approved and endorsed on the Permit to Fly form by a relevant MAAA Aircraft Inspector. The endorsing of pilots on the form can be done at any time.

6.4.9 If faults are identified by the MAAA Aircraft Inspector during the test flight/s and it is considered appropriate, the Inspector shall allow further test flights to be conducted in his/her presence after rectification and inspection of the faults identified.

6.4.10 If for any reason the MAAA Aircraft Inspector is not satisfied with the airworthiness of the model as demonstrated in the test flight/s, the Temporary Permit to Fly shall be cancelled.

6.5 Additional Test Flight Requirements for Giant Models

6.5.1 A minimum of three flights or more as required by the relevant FW50 or RW 50 Aircraft Inspector.

6.5. 2 Each flight is to be logged, and at least the last two test flights to be made without any retrim, repair, or major adjustment to the airframe or radio, before final certification.

6.5.3 All pilots of Giant Models shall have Gold Wings endorsement for the aircraft type being flown.

6.5.4 All pilots undergoing training for endorsement of a Giant Model must have Gold Wings endorsement for the aircraft type being flown.

6.6 Issue of a Permit to Fly

6.6.1 When the MAAA Aircraft Inspector is satisfied that the model meets with the requirements of this manual, the Temporary Permit shall be endorsed with the flight envelope tested, date of demonstration and signature. The endorsed Temporary Permit then becomes a valid Permit to Fly and the date of demonstration becomes the date of issue.

6.6.2 In the case of Giant Models, the form MAAA030 “Giant Aircraft Pre and During Construction/Assembly Inspection Assessment” shall also be signed by the MAAA Inspector.

6.6.3 The MAAA Aircraft Inspector of the model is responsible for ensuring that the bottom section of the completed Permit to Fly is sent to the Ordinary Member.

6.6.4 The owner shall retain the top section of the Permit to Fly form and be able to produce it on demand when operating the aircraft. In the case of a Giant Model, form MAAA030 “Giant Aircraft Pre and During Construction/Assembly Inspection Assessment” forms part of the documentation that the owner retains.

7. OPERATION UNDER A PERMIT TO FLY

7.1 Pilots of Heavy Models

A valid Permit to Fly allows flights of the subject aircraft under the control of any pilot whose name appears on the Permit to Fly as an "Endorsed Pilot". The Permit

also allows flights of the subject aircraft under the direct supervision of any pilot whose name appears on the Permit to Fly as an "Endorsed Pilot" except at Displays that require a Display Permit. See Manual of Procedures MOP019 Display Procedure.

7.2 Pre-Flight Inspection

The pilot of a model aircraft requiring a Permit to Fly shall verify all items in the relevant Inspection Checklist, Appendix B to Appendix E, before the first flight on any one day. Items marked "P" must also be verified before each flight.

7.3 Suspension of Permit

A Permit to Fly shall be considered suspended whenever the model for which it is issued:

(a) suffers damage to its primary structure or any control surface
(b) suffers any control malfunction during flight
(c) is structurally or aerodynamically modified including radical changes to the control throws.
(d) is fitted with a different type or size of engine or engine mount
(e) is fitted with a different type or size of servo operating a control surface
(f) is fitted with a different type of battery with lower capacity.
(g) is fitted with a different radio receiver from that originally approved
(h) undergoes a change of ownership

A suspended Permit may be re-validated as described in 8.2 below.

7.4 Cancellation of Permit

A Permit to Fly shall be cancelled and returned to the issuing body whenever the model for which it is issued:

(a) is damaged beyond repair
(b) is modified such that it is no longer accurately described in the Permit.
(c) is over three (3) years old from the date of issue of Permit to Fly and has not been issued with a new Permit to Fly.

7.5 Flying at Displays

Flying of any Heavy Model aircraft at Displays, as defined in MOP019, shall only be done in accordance with the requirements of MOP019.
Only those pilots listed on the Permit to Fly shall pilot an aircraft requiring a Permit to Fly at Displays that require the issue of a Display Permit under MOP019. The training of pilots of models requiring a Permit to Fly is not permitted at Displays.

7.6 Flying Sites for Giant Models

Giant Models cannot be flown at a Club Field unless this has been approved by the Club.

It is the responsibility of the pilot of a Giant Model to be satisfied that the proposed flying area is suitable for the particular model under the conditions present on the day.

When considering the suitability of any particular site the Giant Model pilot should pay particular attention to, but not be limited, to; the following items:

- The size speed and number of any other aircraft that may be flying at the same time,
- The maximum airspeed of the model,
- The area required for the model to carry out normal planned manoeuvres.

- Safety margins needed to cover any unforeseen incidents such as engine failure or control anomaly,
- Wind speed and direction,
- Length and surface of runway,
- Take off clearance of obstacles,
- Landing glide path clearance of obstacles,
- Consideration of possible engine failure on takeoff or landing,
- Obstacles in general flight path,
- Possible alternate emergency landing areas,
- Overshoot considerations,
- Noise considerations,
- Location and clearance of other personnel, buildings and car parks, relative to the planned flight path and that which might be required in an emergency.

8. INSPECTION PROCEDURES

8.1 Inspection Before Test Flights

See Section 6.2 and 6.3

8.2 Revalidation of a Suspended Permit to Fly

A relevant MAAA Aircraft Inspector may revalidate a suspended permit provided that:

(a) the modification or repairs causing suspension have been examined and found to meet the appropriate standards, and

(b) the model in its modified state has been inspected and test flown as in 6.2, 6.3, 6.4, 6.5 and 6.6 as applicable.

8.3 Appeals

In the event of unresolved disputes, the applicant for a Permit to Fly may appeal to the Ordinary Member to which application was first made. That Ordinary Member shall be the final arbiter in all disputes.

8.4 Three Year Revalidation Inspection

(a) This inspection is to revalidate a permit that is more than three years old since the date of issue. A permit can be revalidated prior to the end of the three year period.

(b) The MAAA Aircraft Inspector shall cancel any Permit to Fly if the permit has been found to be in breach of clause 7.3.

(c) The relevant MAAA Aircraft Inspector shall, after approving a three year inspection of an aircraft and obtaining the Permit to Fly form from the operator, issue a new Permit to Fly and in the case of a Giant Model other documents as required by this procedure to the owner with all appropriate details stated on the form/s and validated by signing and dating where required. The Inspector shall destroy the old Permit to Fly. The inspection documents for Giant Models shall be retained by the owner.

8.5 Documentation

The Permit to Fly documentation for revalidation shall be handled as detailed in clause 6.6.

9. AUTHORISED INSPECTORS

9.1 Appointment

9.1.1 Inspectors shall be appointed and reappointed in accordance with the Appointment and Reappointment of Inspectors Procedure, MOP006.

9.1.2 The MAAA may define any requirements deemed necessary for appointments as an Inspector, and shall issue a statement of authority in the form of an endorsement printed on the MAAA membership card of the candidates who meet these requirements. See MAAA Appointment and Reappointment of Inspectors Procedure, MOP006.

9.2 Register of Inspectors

9.2.1 The MAAA Secretary shall maintain the register of MAAA Inspectors.

9.2.2 The Ordinary Members shall maintain registers of MAAA Inspectors affiliated with them.

9.2.3 The MAAA Secretary shall supply the Ordinary Members at least annually a list of MAAA Inspectors affiliated with them.

9.3 Obligations of an Inspector

9.3.1 In accepting nomination as an MAAA Aircraft Inspector, an Affiliate Member accepts the responsibility implicit in the appointment and undertakes:

(a) to be, generally and reasonably, available with adequate notice to attend and observe test flights when requested, and
(b) to carry out all duties in accordance with this document

9.3.2 An MAAA Inspector carries no responsibility for a failure of an aircraft and any subsequent damage, however caused, during a test flight.

9.3.3 There is no liability for subsequent flights under any circumstances as the conditions of operation are outside the inspector's control.

10. OTHER PROCEDURES

10.1 General

The operation of Model Aircraft shall be in conformance to CASA regulations and other MAAA Procedures.

11. FORMS

Appendix A – Permit to Fly
Form MAAA038

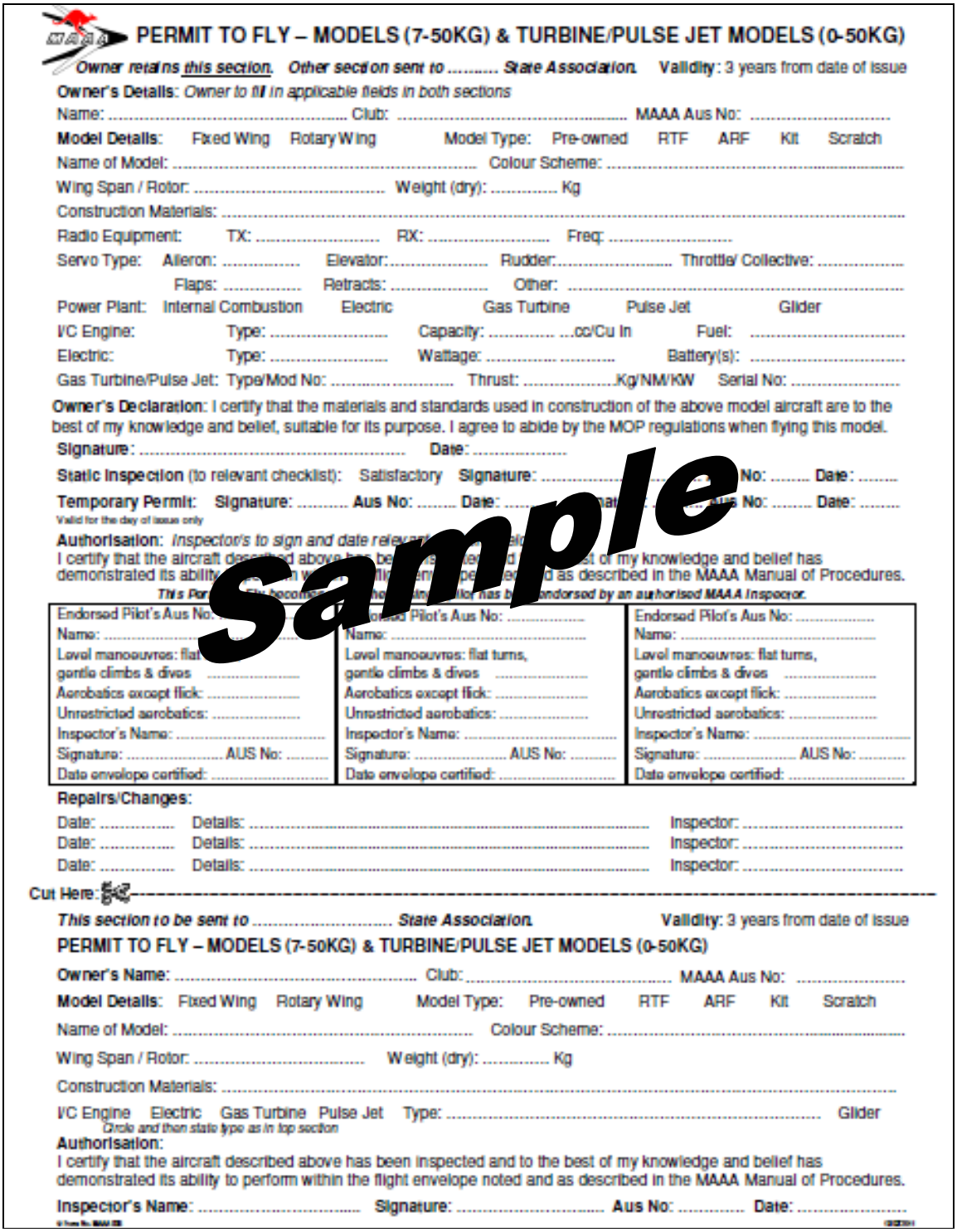
Appendix B – Checklist for Inspection of a Fixed Wing Model Aircraft
(2 Pages) Form MAAA014

Appendix C – Checklist for Inspection of a Rotary Wing Model Aircraft
(2 Pages) Form MAAA033

Appendix D – Checklist for Inspection of a Gas Turbine Powered Model Aircraft
(2 pages) Form MAAA039

Appendix E – Checklist for Inspection of a Pulse Jet Powered Model Aircraft
(2 pages) Form MAAA040

Appendix F – Giant Model Aircraft
Pre and During Construction/Assembly Inspection Assessment (2 pages) Form MAAA030



PERMIT TO FLY – MODELS (7-50KG) & TURBINE/PULSE JET MODELS (0-50KG)

Owner retains this section. Other section sent to ..... State Association. **Validity**: 3 years from date of issue

Owner's Details: *Owner to fill in applicable fields in both sections*

Name: ..... Club: ..... MAAA Aus No: .....

Model Details: Fixed Wing Rotary Wing Model Type: Pre-owned RTF ARF Kit Scratch

Name of Model: ..... Colour Scheme: .....

Wing Span / Rotor: ..... Weight (dry): ..... Kg

Construction Materials: .....

Radio Equipment: TX: ..... RX: ..... Freq: .....

Servo Type: Aileron: ..... Elevator: ..... Rudder: ..... Throttle/ Collective: .....

Flaps: ..... Retracts: ..... Other: .....

Power Plant: Internal Combustion Electric Gas Turbine Pulse Jet Glider

I/C Engine: Type: ..... Capacity: ..... cc/Cu In Fuel: .....

Electric: Type: ..... Wattage: ..... Battery(s): .....

Gas Turbine/Pulse Jet: Type/Mod No: ..... Thrust: .....Kg/NM/KW Serial No: .....

Owner's Declaration: I certify that the materials and standards used in construction of the above model aircraft are to the best of my knowledge and belief, suitable for its purpose. I agree to abide by the MOP regulations when flying this model.

Signature: ..... **Date**: .....

Static Inspection (to relevant checklist): Satisfactory **Signature**: ..... **No**: ..... **Date**: .....

Temporary Permit: **Signature**: ..... **Aus No**: ..... **Date**: ..... **No**: ..... **Date**: .....

Valid for the day of issue only

Authorisation: *Inspector/s to sign and date relevant*

I certify that the aircraft described above has been ... of my knowledge and belief has demonstrated its ability ... as described in the MAAA Manual of Procedures.

This Per... endorsed by an authorised MAAA Inspector.

Endorsed Pilot's Aus No:	Endorsed Pilot's Aus No:	Endorsed Pilot's Aus No: .....
Name:	Name:	Name: .....
Level manoeuvres: flat gentle climbs & dives	Level manoeuvres: flat turns, gentle climbs & dives	Level manoeuvres: flat turns, gentle climbs & dives .....
Aerobatics except flick:	Aerobatics except flick:	Aerobatics except flick: .....
Unrestricted aerobatics:	Unrestricted aerobatics:	Unrestricted aerobatics: .....
Inspector's Name:	Inspector's Name:	Inspector's Name: .....
Signature: ..... AUS No:	Signature: ..... AUS No:	Signature: ..... AUS No: .....
Date envelope certified:	Date envelope certified:	Date envelope certified: .....

Repairs/Changes:

Date: ..... Details: ..... Inspector: .....

Date: ..... Details: ..... Inspector: .....

Date: ..... Details: ..... Inspector: .....

Cut Here: ----------

This section to be sent to ..... State Association. **Validity**: 3 years from date of issue

PERMIT TO FLY – MODELS (7-50KG) & TURBINE/PULSE JET MODELS (0-50KG)

Owner's Name: ..... Club: ..... MAAA Aus No: .....

Model Details: Fixed Wing Rotary Wing Model Type: Pre-owned RTF ARF Kit Scratch

Name of Model: ..... Colour Scheme: .....

Wing Span / Rotor: ..... Weight (dry): ..... Kg

Construction Materials: .....

I/C Engine Electric Gas Turbine Pulse Jet Type: ..... Glider

Circle and then state type as in top section

Authorisation:

I certify that the aircraft described above has been inspected and to the best of my knowledge and belief has demonstrated its ability to perform within the flight envelope noted and as described in the MAAA Manual of Procedures.

Inspector's Name: ..... **Signature**: ..... **Aus No**: ..... **Date**: .....

Appendix A
Permit to Fly Form (Form MAAA038)

Note: Do not use photocopies of this page. Forms must be obtained from the Forms Section of the Manual of Procedures on the MAAA web site (www.maaa.asn.au)

CHECK LIST FOR INSPECTION OF A
FIXED WING MODEL AIRCRAFT

The following checklist is to be completed by an authorised MAAA Aircraft Inspector prior to Test Flights. The check boxes are to be marked "N/A" if not applicable, ticked if satisfactory, or left blank pending re-inspection if unsatisfactory.

The checklist is subsequently used by the operator of the aircraft:
(a) at the beginning of a flying session (all items)
(b) before every flight (items marked "P" only)

The checklist is arranged in a systematic fashion assuming a standard tractor-type aircraft. Variations will be necessary for different types of aircraft.

1. UNASSEMBLED INSPECTION			Tick
1.1	**WING GROUP**		
	Fuselage attachment points		
	Strut attachment points		
	Rigging wire attachment points		
	Servo mounting		
	Pushrods/cables and actuating links		
	Control horns		
	Clevis/actuating link attachment points		
	Control surface hinges and gaps (see note 1)		
	Undercarriage integrity and attachment points		
	Structure (see note 2)		
	Covering integrity		
1.2	**FUSELAGE GROUP**		
	Wing attachment points		
	Undercarriage integrity and attachment points		
	Servo mounting		
	Pushrods/cables and actuating links		
	Control horns		
	Clevis/actuating link attachment points		
	Control surface hinges and gaps (see note 1)		
	Fin and rudder assembly		
	Tail plane		
	Bracing/strut attachment points		
	Structure (see note 2)		
	Covering integrity		
	Fuel tank compartment adequate ventilation of vapors to exterior		
	Receiver compartment adequate insulation from exhaust and/or engine heat		
1.3	**POWER PLANT**		
	Propeller secure and undamaged	P	
	Spinner secure and clear of propeller blades	P	
	Engine mounting and accessories secure	P	
	Cowling attachment	P	
	Electronic magneto switch (manual or remote) functioning and off	P	
	External servicing points (fuel, plug etc)		
1.4	**RADIO EQUIPMENT**		
	All transmitter functions set up correctly including Fail Safe	P	
	Receiver installation		
	Battery installation		
	Aerial installation		
	Switch installation		
	Wiring and plugs clear, undamaged and secure		

Note 1: Check for cracking near hinges, control horn and mass balance attachment points. Pull on control surface to verify integrity of hinges. Move surface to determine if any free play is present.

Note 2: Check for damage, distortion and cracking.

Appendix B (Page 1 of 2)

Note: This form can be obtained from the MAAA web site (www.maaa.asn.au)

CHECK LIST FOR INSPECTION OF A
FIXED WING MODEL AIRCRAFT

2. ASSEMBLED INSPECTION		Tick
2.1 GENERAL		
First ensure that all components fit together correctly, and that no undue strain is needed to achieve proper alignment.		
2.2 RIGHT WING		
No non-design twists or warps		
Wingtips true		
Wing leading edge		
Struts and rigging secure		
Attachment to fuselage		
Undercarriage attachment		
Alignment of control surfaces		
2.3 FUSELAGE and TAILPLANE		
Horizontal stabilizer attachment	P	
Fin and rudder attachment	P	
Struts and bracing secure	P	
Alignment of empennage with respect to wing	P	
Alignment of control surfaces	P	
Tail wheel assembly		
Canopy		
2.4 LEFT WING		
No non-design twists or warps		
Wingtips true		
Wing leading ed		
Struts and rigging		
Attachment to fu		
Undercarriage a ment		
Alignment of control surfaces		
2.5 MISCELLANEOUS		
Centre of gravity		
Sense and throw of all control surfaces	P	
Engine off radio check		
Fuel, air pressure, battery charge sufficient	P	
2.6 CHECKS WITH ENGINE(S) ON		
Aircraft secure before start (tied down and/or held)	P	
Engine performance and reliability	P	
Propeller and spinner balance	P	
No airframe vibration	P	
Radio reliability	P	
Radio range		

Appendix B (Page 2 of 2)

Note: This form can be obtained from the MAAA web site (www.maaa.asn.au)

CHECK LIST FOR INSPECTION OF A
ROTARY WING MODEL AIRCRAFT

The following checklist is to be completed by an authorised Inspector prior to Test Flights. The check boxes are to be marked "N/A" if not applicable, ticked if satisfactory, or left blank pending re-inspection if unsatisfactory.

The checklist is subsequently used by the operator of the helicopter:
(a) at the beginning of a flying session (all items)
(b) before every flight (items marked "P" only)

The checklist is arranged in a systematic fashion assuming a standard single rotor helicopter.

			Tick
1.	**Rotor Head Group**		
	Rotor blade grips and blades mounted correctly and secure		
	Rotor blade direction correct and blade balance checked		
	Rotor blades undamaged	P	
	Blade tracking checked – static		
	Control direction correct	P	
	Flybar centred and paddles mounted correctly and secured		
	Paddle direction correct		
	Ball links undamaged	P	
	Swash plate movement free and phasing correct	P	
2.	**Tail Rotor Group**		
	Drive shaft gearing mesh correct		
	Drive belt tension correct (if fitted)	P	
	Rotation direction correct		
	Tail blade grips and blades secured		
	Tail blade direction correct and blade balance che		
	Tail blade pitch range adequate		
3.	**Chassis**		
	Skid set strong en		
	Skid set secure		
	Fasteners adequa locked where required		
4.	**Fuselage Group**		
	Mounting to chassis secure		
	Braced for rigidity if required		
	Canopy/Windows secure		
5.	**Power Plant and Fuel Systems**		
	Fuel tubing appropriate		
	Tank mounting cushioned		
	Clunk and feed connected correctly		
	Tank height correct or fuel pumped		
	Pressure systems connected correctly		
	Engine, transmission aligned and movement free		
	Ignition kill switch operation if petrol motor fitted		
	Electric motor speed control has electrical filter fitted in feed to receiver		
	Electric motor power system and wiring physically separated from radio system		

APPENDIX C
CHECKLIST FOR INSPECTION OF A ROTARY WING MODEL AIRCRAFT
Note: Do not use photocopies of this page. Forms must be obtained from the Forms Section of the Manual of Procedures on the MAAA web site (www.maaa.asn.au)

CHECK LIST FOR INSPECTION OF A ROTARY WING MODEL AIRCRAFT

			Tick
6.	**Radio Equipment**		
	All transmitter functions set up correctly including Fail Safe	P	
	Receiver vibration proofed		
	Gyro soft mounted, control sense correct and neutral set		
	All leads secured and protected		
	Battery vibration proof and secure		
	Connectors and wiring heavy enough for power loads and length		
	Switch mounted, accessible and adequate for power loads		
	Servos rubber mounted or vibration proofed		
	Servo arms robust and secure		
	Servo arm ball joints secure, servo arms not stressed (predrilled) and locknuts fitted and *Locktited*		
	Servo power/torque adequate		
	Antenna routed appropriately		
	Radio range		
7.	**Control Systems**		
	Ball links large enough		
	Ball joints locked and centred		
	Arms free and not fouling		
	Push rods large enough and not bent		
	Controls free with suffi[illegible]	P	
8.	**Miscellaneous**		
	Fasteners locked where [illegible]		
	No stripped thread[illegible]		
	Metal to metal contact minimised		
	Nyloc nuts or lock nuts used		
	Ball races smooth		
	Fastener size appropriate		
	Centre of Gravity correct		
9.	**Checks with engine running and/or rotors spinning**		
	Vibration levels low	P	
	Blade tracking – low speed		
	Engine tuning and cut off	P	
	Clutch operation	P	
10.	**Flight Checks**		
	Vibration minimised	P	
	Head speed not too high or too slow	P	
	Blade tracking – flight speed	P	
	Engine tuning correct	P	
	Muffler quiet enough	P	
	Gyro gain and centring correct	P	
	Pitch range matched to engine power	P	
	Governor operation correct	P	

APPENDIX C
CHECKLIST FOR INSPECTION OF A ROTARY WING MODEL AIRCRAFT

Note: Do not use photocopies of this page. Forms must be obtained from the Forms Section of the Manual of Procedures on the MAAA web site (www.maaa.asn.au)

CHECK LIST FOR INSPECTION OF A TURBINE POWERED MODEL AIRCRAFT

The following checklist is to be completed by an authorised MAAA Aircraft Inspector with a Gas Turbine Endorsement prior to Test Flights. The check boxes are to be marked "N/A" if not applicable, ticked if satisfactory, or left blank pending re-inspection if unsatisfactory.

The checklist is subsequently used by the operator of the aircraft:
(a) at the beginning of a flying session (all items)
(b) before every flight (items marked "P" only)

The checklist is arranged in a systematic fashion assuming a standard turbine powered aircraft. Variations will be necessary for different types of aircraft.
To be used in conjunction with Form MAAA033 for Rotary Wing Aircraft.

1. UNASSEMBLED INSPECTION

			Tick
1.1	**WING GROUP**		
	Fuselage attachment points		
	Servo Mounting		
	Pushrods/Cables and actuating links		
	Control horns		
	Clevis/actuating link attachment points		
	Control surface hinges and gaps (see note 1)		
	Undercarriage integrity and attachment points		
	Structure (see note 2)		
	Covering integrity		
1.2	**FUSELAGE GROUP**		
	Wing attachment points		
	Undercarriage integrity and attachment points		
	Servo mounting		
	Pushrods/cables and actuating links		
	Control horns		
	Clevis/actuating link attachment points		
	Control surface hinges and gaps (see note 1)		
	Fin and rudder assembly		
	Tail plane		
	Structure (see note		
	Covering integrity		
1.3	**POWER PLANT**		
	Intake duct secure ndamaged	P	
	Exhaust ducting secure and undamaged	P	
	Engine mounting and accessories secure	P	
	Engine cowling/shroud attachment	P	
	Inflight fuel shut off valve switch functioning and off	P	
	External servicing points (fuel, plug gas connector etc)	P	
	Internal heat insulation/ shielding to fuselage skin	P	
1.4	**RADIO EQUIPMENT**		
	All transmitter functions set up correctly including Fail Safe	P	
	Receiver installation		
	Battery installation		
	ECU battery		
	Aerial installation		
	Switch installation		
	Wiring and plugs clear, undamaged and secure		

Note 1: Check for cracking near hinges and control horns. Pull on control surface to verify integrity of hinges. Move surface to determine if any free play is present. Excessive gaps between surfaces should be avoided.
Note 2: Check for damage, distortion and cracking.

Appendix D (Page 1 of 2)

Note: Do not use photocopies of this page. Forms must be obtained from the Forms Section of the Manual of Procedures on the MAAA web site (www.maaa.asn.au)

CHECK LIST FOR INSPECTION OF A TURBINE POWERED MODEL AIRCRAFT

2. ASSEMBLED INSPECTION

			Tick
2.1	**GENERAL**		
	First ensure that all components fit together correctly, and that no undue strain is needed to achieve proper alignment.		
2.2	**RIGHT WING**		
	No non-design twists or warps		
	No visable structural defects		
	Attachment to fuselage		
	Undercarriage attachment		
	Alignment of control surfaces		
2.3	**FUSELAGE and TAILPLANE**		
	Horizontal stabilizer attachment		
	Fin and rudder attachment		
	Alignment of empennage with respect to wing		
	Alignment of control surfaces		
	Undercarriage / secure and		
	Canopy securing system satisfactory		
2.4	**LEFT WING**		
	No non-design twists or warps		
	No visable structural defects		
	Attachment to fuselage		
	Undercarriage attachment		
	Alignment of control surfaces		
2.5	**MISCELLANEOUS**		
	Centre of gravity		
	Sense and throw of a[illegible]	P	
	Engine off radio che[illegible]		
	Fuel, air pressure, b[illegible]y charge sufficient	P	
	Fuel filter clean and servicable		
	Gas container secure and replenished	P	
	Conversant with MAAA Gas Turbine Rules		
	Able to demonstrate working knowledge of use of Fire Extinguisher		
	Conversant with engine start and running procedures		
	Conversant with emergency shut down and fuel isolation		
	BEFORE STARTING ENGINE(S) – FIRE EXTINGUISHER SUITABLE FOR THE TASK MUST BE PRESENT WITH SAFETY PIN REMOVED		
2.6	**CHECKS WITH ENGINE(S) ON**		
	Aircraft secure before start (Brakes on/or held)	P	
	Engine performance and reliability	P	
	Mechanical fuel shut off check	P	
	Demonstrated satisfactory knowledge of systems during ground runs (2)		
	Airframe vibration	P	
	Radio range check		
	Brakes checked on/off	P	
	Fuel/Air leaks	P	

Appendix D (Page 2 of 2)

Note: Do not use photocopies of this page. Forms must be obtained from the Forms Section of the Manual of Procedures on the MAAA web site (www.maaa.asn.au)

CHECK LIST FOR INSPECTION OF A PULSE JET POWERED MODEL AIRCRAFT

The following checklist is to be completed by an authorised MAAA Aircraft Inspector with a Pulse Jet Endorsement prior to Test Flights. The check boxes are to be marked "N/A" if not applicable, ticked if satisfactory, or left blank pending re-inspection if unsatisfactory.

The checklist is subsequently used by the operator of the aircraft:
(a) at the beginning of a flying session (all items)
(b) before every flight (items marked "P" only)

The checklist is arranged in a systematic fashion assuming a standard pulse jet powered aircraft. Variations will be necessary for different types of aircraft.

1. UNASSEMBLED INSPECTION

			Tick
1.1	**WING GROUP**		
	Fuselage attachment points		
	Servo Mounting		
	Pushrods/Cables and actuating links		
	Control horns		
	Clevis/actuating link attachment points		
	Control surface hinges and gaps (see note 1)		
	Undercarriage integrity and attachment points		
	Structure (see note 2)		
	Covering integrity		
1.2	**FUSELAGE GROUP**		
	Wing attachment points		
	Undercarriage integrity and attachment points		
	Servo mounting		
	Pushrods/cables and actuating links		
	Control horns		
	Clevis/actuating link attachment points		
	Control surface hinges and gaps (see note		
	Fin and rudder assembly		
	Tail plane		
	Structure (see note 2)		
	Covering integrity		
1.3	**POWER PLANT**		
	Intake duct secure and undamaged	P	
	Exhaust ducting secure and undamaged	P	
	Engine mounting and accessories secure	P	
	Engine cowling/shroud attachment	P	
	Inflight fuel shut off valve switch functioning and off	P	
	External servicing points (fuel, plug gas connector etc)	P	
	Internal heat insulation/ shielding to fuselage skin	P	
1.4	**RADIO EQUIPMENT**		
	All transmitter functions set up correctly including Fail Safe	P	
	Receiver installation		
	Battery installation		
	ECU battery		
	Aerial installation		
	Switch installation		
	Wiring and plugs clear, undamaged and secure		

Note 1: Check for cracking near hinges and control horns. Pull on control surface to verify integrity of hinges. Move surface to determine if any free play is present. Excessive gaps between surfaces should be avoided.

Note 2: Check for damage, distortion and cracking.

Appendix E (Page 1 of 2)

Note: Do not use photocopies of this page. Forms must be obtained from the Forms Section of the Manual of Procedures on the MAAA web site (www.maaa.asn.au)

CHECK LIST FOR INSPECTION OF A PULSE JET POWERED MODEL AIRCRAFT

2. ASSEMBLED INSPECTION

			Tick
2.1	**GENERAL**		
	First ensure that all components fit together correctly, and that no undue strain is needed to achieve proper alignment.		
2.2	**RIGHT WING**		
	No non-design twists or warps		
	No visable structural defects		
	Attachment to fuselage		
	Undercarriage attachment		
	Alignment of control surfaces		
2.3	**FUSELAGE and TAILPLANE**		
	Horizontal stabilizer attachment		
	Fin and rudder attachment		
	Alignment of empennage with respect to wing		
	Alignment of control surfaces		
	Undercarriage / secure and		
	Canopy securing system satisfactory		
2.4	**LEFT WING**		
	No non-design twists or warps		
	No visable structural defects		
	Attachment to fuselage		
	Undercarriage att t		
	Alignment of co surfaces		
2.5	**MISCELLANEOUS**		
	Centre of gravit		
	Sense and throw of all control surfaces	P	
	Engine off radio check		
	Fuel, air pressure, battery charge sufficient	P	
	Gas container secure and replenished	P	
	Conversant with MAAA Pulse Jet Rules		
	Able to demonstrate working knowledge of use of Fire Extinguisher		
	Conversant with engine start and running procedures		
	Conversant with emergency shut down and fuel isolation		
	BEFORE STARTING ENGINE(S) – FIRE EXTINGUISHER SUITABLE FOR THE TASK MUST BE PRESENT WITH SAFETY PIN REMOVED		
2.6	**CHECKS WITH ENGINE(S) OFF**		
	Aircraft secure before start (Brakes on/or held)	P	
	Emergency shut down procedure	P	
	Mechanical fuel shut off check	P	
	Radio range check		
	Brakes checked on/off	P	
	Fuel/Air leaks	P	
	Radio Off for Start	P	
2.7	**CHECKS WITH ENGINE(S) RUNNING**		
	Radio on move one control surface to check control function integrity	P	

Appendix E (Page 2 of 2)

Note: Do not use photocopies of this page. Forms must be obtained from the Forms Section of the Manual of Procedures on the MAAA web site (www.maaa.asn.au)

GIANT AIRCRAFT
PRE AND DURING CONSTRUCTION/ASSEMBLY INSPECTION ASSESSMENT

The following document is to be completed by an MAAA Giant Model Inspector: FW50 or RW50 prior to construction of a Giant Model Aircraft.

This form does not replace forms MAAA014, MAAA033 or MAA039 but is supplementary to it. This document must be retained for the applicable aircraft as it forms part of the Permit to Fly.

In the case where the model changes hands or is sold this document shall be handed to and retained by the new owner and will be required by an FW50 or RW50 Inspector to verify during construction inspection of the aircraft when issuing a Permit to Fly for the model.

OWNERSHIP DETAILS:

NAME: FAI No

ADDRESS: P/CODE :

MODEL DETAILS:

NAME OF AIRCRAFT:

Wing Span: mm Projected Mass: kgs.

Planned Power Plants : Capacity : cc/Cu In

If Electric Powered :
Proposed battery type: No. of Cells: Volts:

CONSTRUCTION DETAILS :

PUBLISHED BY:

OWN DESIGN: (Insert Yes or No)

ARF: (Insert Yes of No) If YES: Name of Maker:

PRE-CONSTRUCTION/ASSEMBLY REQUIREMENTS.

	Inspections required at the following stages: See Page 2 for details: (To be listed by Inspector)	Inspection OK - Date	Inspector Initials
1			
2			
3			
4			
5			
6			

Inspector to complete the "Notes on inspections" on Page 2 of this form.

During Construction Inspection/Assembly completed to my satisfaction.

Inspector: ..... AUS Number: .....

Signature: ..... Date: .....

 Page 1 of 2 13/02/2011

Appendix F
Form MAAA030 - GIANT MODEL PRE AND DURING CONSTRUCTION/ASSEMBLY INSPECTION ASSESSMENT
(Page 1 of 2)

Note: This form can be obtained from the MAAA web site (maaa.asn.au)

GIANT AIRCRAFT
PRE AND DURING CONSTRUCTION/ASSEMBLY INSPECTION ASSESSMENT

Inspection Number	Details/Description of Inspections required by Inspector (Details to be inserted by Inspector)	Inspector Initial & Date
1		
2		
3		
4		
5		
6		

Appendix F
Form MAAA030 - GIANT MODEL PRE AND DURING CONSTRUCTION/ASSEMBLY INSPECTION ASSESSMENT
(Page 2 of 2)

Note: This form can be obtained from the MAAA web site (maaa.asn.au)