



# MAASA Minutes

**Date:** 5<sup>th</sup> June 2024  
**Time:** 18h30  
**Location:** Teams Online Meeting

Item	Description
1. Welcome	<p>RM welcomed all to the meeting. All new members to the committee were also welcomed on board.</p> <p>Attendees:</p> <ul style="list-style-type: none"> <li>• André Stockwell</li> <li>• Kas Hamman</li> <li>• Elaine Martins</li> <li>• Rui Martins</li> <li>• Neil Twomey</li> <li>• Joshua Twomey</li> <li>• Stuart Nix</li> <li>• Terence Kieck</li> <li>• Abre Smit</li> <li>• Cadin Kieck</li> </ul>
2. Apologies	<ul style="list-style-type: none"> <li>• None</li> </ul>
3. 2024 Nationals Feedback	<ul style="list-style-type: none"> <li>• RM did mention all the issues we had with the flight line, which was sorted out.</li> <li>• The Nats days flying Sat, Sun, Mon, Tues were not very helpful to a bigger entry. Taking Friday and Monday is better to take off from work, than a Tuesday and having to be back at work on a Wednesday. Flying on the Sat and Sun, did not help, as a lot of people were left waiting for 2 days for the prize giving which happens during the gala.</li> <li>• They should consider having separate prize-givings as they did at Henley, so when we finish our flying we have our prize giving for each SIG. Those who want to remain and attend the gala evening can, but it should be a separate thing.</li> <li>• Some of the things did not go down well, i.e. separating the gala evening and prize giving.</li> <li>• The Middelburg field is fantastic, to host the Nats. But it does not suit everyone, as far as distance and driving. For a lot of people, it is out of reach. They said that they would consider other areas to host the NATS.</li> <li>• SAMAA never spoke or gave us feedback on any figures. It is assumed that the NATS broke even, as a</li> </ul>

	<p>lot more sponsorship was raised, after the last SIG meeting, because there was a lot of costs that the SIGs were supposed to pay out of our grant, which SAMAA covered.</p> <ul style="list-style-type: none"> <li>• They are talking of having the 2025 Nats at Middelburg again, as a strong possibility. They need to make it more accessible to everyone than what it is now.</li> <li>• Dean Grobbelaar, chairman of the Jet SIG, has suggested that MAASA, LSA and JETS swop flight lines, next year, so they have more space and box infringements will be minimized.</li> <li>• NT still feels that the Nats is not as a prestigious event, nor a team selection environment. It was too rushed and too many other things going on. He thinks that the NATS should be a once off, you fly and you go get your trophy – a weekend fly in. Top pilots cannot be there for the extent of the event. It is not fair towards the potential team either. EM agrees with NT. RM – Nats has become a fly-in, once a year event. It does distract from the prestige of it. We need to overall the team selection events and criteria. It is too late this year, but going forward we need to be known 7/8 months ahead of the time, 2 events dedicated to team selection. The committee need to sit down and look at a better solution as to what we have now.</li> <li>• RICASA can now join competitions, as insurances are now aligned. If there is a fly-in or a competition, we can accept RICASA members, although they are not part of SAMAA. But MAASA will not allow this for team selection events, unless they are fulltime SAMAA and MAASA members. AS – pilots joining classes where they are more than proficient for that class. MAASA has promotion / relegation procedures and this complicates things, having an open entry like that. RM agrees and an eye needs to be kept on these competitors. KH – no interest have been received from RICASA members. There are clubs that would like to accommodate both memberships, but that will be sorted out by SAMAA.</li> <li>• RM – we are not going to be as accommodating as we were this year, with other SIGs flying our classes, but not pitching during the round and wanting to catch up all flying at the end of the day. They will have 2 hours within the round to get to the flight line to fly their round, or they will be zeroed.</li> </ul>
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4. Organising of Masters	
a. Flight tickets b. Car Hire c. Accommodation	<ul style="list-style-type: none"> <li>• To be held 26-27 October 2024 at CRF.</li> <li>• Accommodation will be closer.</li> <li>• We need to book flight tickets and accommodation for cheaper rates. Kas and Martin will be flown up, Abre will travel. Kas and Martin already started looking at prices for flights and car hire. Go-ahead was given to purchase the flight tickets. Longterm parking / Uber for Martin and Kas to and from the airport.</li> <li>• EM will look at accommodation and pricing, next week.</li> </ul>
d. Trophies	<ul style="list-style-type: none"> <li>• Trophies need to be purchased.</li> </ul>
e. Evening braai	<ul style="list-style-type: none"> <li>• Braaipacks last year, were covered by the pilots, as an additional cost.</li> </ul>
f. Other	<ul style="list-style-type: none"> <li>• Entry fee needs to be discussed. And how the costs will affect the MAASA account. Last year R350 per entrant and Braaipack was R100. Entry fee will be worked back depending on the costs in the budget.</li> <li>• Last year, the Masters were opened to a lot more pilots. But this year is a team selection event, we will stick to the rules and only open to pilots that were not able to qualify, due to unforeseen circumstances.</li> <li>• Judges may have to pay for their own food.</li> </ul>
5. General	<ul style="list-style-type: none"> <li>• AS – adherence to the sporting code. Time keeping of the flights, model processing - measuring and weighing of the planes. Rectification of the planes, or disqualification. Sporting code applies to all classes and team selection and provincials. TK agrees with AS, just needs a heads-up ahead of time.</li> </ul>
12. Close	<ul style="list-style-type: none"> <li>• Meeting adjourned at 19:20.</li> </ul>