

I am a hobbyist learning to fly fixed wing airplanes, helicopters, indoor tiny whoop quadcopters, outdoor racing drones and DJI photography drones. As I am collecting the necessary gear and knowledge, I am finding that building the aircraft has become more enjoyable than the experience of flying itself. I am fascinated with the range of aspects that are necessary for flight:

- the electronics and how they work, learning to solder, cable routing, battery properties, fpv video quality etc.
- the physics of gravity, wind resistance, lift etc. How to make efficient turns,
- the setup of mechanical devices required, pushrods, servos etc.
- the practical aspect of controlling a remote aircraft, the muscle memory required to control the speed, direction, etc. How to adjust for the aircrafts orientation when flying toward me, calculating the distance to trees etc.
- the association with fellow enthusiasts and learning from them

I could understand the need for this type of regulation and registration regarding commercial drones, flying through our suburbs with large payloads, however recreational model aircraft are proven to lack the same level of risk.

It appears to me that this proposed legislation and registration, will have a negative effect on all forms of recreational model flight.

For me, travelling to a registered airfield to fly fpv and unregistered aircraft imposes a large financial burden for the following reasons:

- Travel time (1 hour round trip)
- Fuel cost
- Club fees
- Time spent on field maintenance as a member
- Time spent on fund raising
- Damage to aircraft during travel

Adding a requirement to pay registration to fly anywhere else, is an additional burden and will have a negative effect. It will do little to encourage future generations away from their computers and into the hobby.

The distance also makes tuning and testing overly burdensome. I have tried to encourage others to join the hobby also, and the travel time is a major deterrent to my friends.

Limiting FPV flight to approved sites is also a major issue. Flying fields are typically located on the suburban fringes and are the first to be pushed further into the 'wilderness' as the suburbs grow.

I challenge the assertion that these rules have been created in the interests of safety as no one has died from the use of multi-rotor drones or other model aircraft. It seems to be in conflict with the science and data that I have seen.

From what I have observed, model aircraft enthusiasts are safety conscious, responsible members of society that have effectively self-regulated throughout their history. I am unaware of any deaths related to the hobby anywhere in the country.

As a qualified Project Manager, I am familiar with the benefits of an accurate risk assessment.

Is CASA able to provide a peer reviewed risk assessment?

Please find a link to a study on drone risk to our airspace:

<https://www.mercatus.org/publications/technology-and-innovation/do-consumer-drones-endanger-national-airspace-evidence>

I would think that many in the aeronautic industry, in manned aircraft and space flight, will have found their enthusiasm and inspiration from model aircraft.

Allowing individuals increased freedom to fly recreational aircraft encourages innovation.

Restricting model aeronautical innovation and creativity will lead to a decline in the Australian Aeronautical industry.

The people for which these laws are designed, are not the type to observe the law. These regulations and registration place an unreasonable burden on those historically responsible, self-regulating hobbyists.

Could there not be more practical solutions? For example:

- Limiting model flight height, except for near airfields, so models and full-size aircraft can never pose risk to each other
- Limiting manned aircraft minimum flight height so models and full-size aircraft can never pose risk to each other
- Limiting model flight height to below trees, buildings, hills and other obstacles, places in which full size aircraft would never fly

Individual RPA registration poses a major issue to me due to the number of recreational RPA that I own. Many are flown infrequently and are retained in case I crash others. It will not result in what you are intending as I will be forced to trade and sell models more often and the requirement to register and deregister will become burdensome.

Why could more focus not be placed on developing existing laws based on actual risks and penalising heavily rather than placing additional burdens on the majority of the law-abiding model flight community?

Thank you for considering my thoughts.

Regards