

FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE

SAFETY RULES FOR RADIO CONTROL MODEL AIRCRAFT

1. **Premise:** It is of utmost importance that all model fliers observe first of all the safety rules. Any accident caused by carelessness is a hindrance to the progress of model aviation.

The safety rules are not an obstacle to the enjoyment of model flying but guidelines established to prove that model fliers are the responsible people they proclaim to be.

It is not a sign of intelligence to show one's own skill among spectators. The fliers may know what they are doing but have no way of knowing what anyone else will do. So, it is for their personal benefit to make certain that no action on their part will result in an accident. It is therefore very important that any model aircraft not be flown in competition or in the presence of spectators until it has been proved airworthy by having been previously flight tested.

2. **Competency on Safety:** The following officials are competent to apply and enforce the safety rules:

- the jury
- the contest judges
- the contest director
- the circle marshals
- the timekeepers
- the processing officials
- the leaders of the organisation.

3. **Regulations Concerning the Model Aircraft and their Parts**

Prohibited :

- a. metal bladed propellers
- b. repaired power propellers
- c. improperly fixed engines
- d. knife edged leading edges on wing or tail
- e. non-shock mounted radio equipment
- f. any ballast or heavy part subject to jettisoning.

Recommended:

- a. a blunt spinner or nut should be used to attach the propeller,
- b. the model should bear a sticker listing the modeller's name, address and phone number.

4. **Pre-flight Checks:** Before each flight, the modeller should make the following checks:

- a. Be certain that the frequency being employed is clear and properly authorised for use by the modeller. Where large groups of modellers fly together, a system of identification of frequencies should be established.
- b. Test for good functioning of all control surfaces with the engine stopped.
- c. Test for good functioning of all surfaces with the engine running.
- d. Model aircraft should not be flown in the presence of spectators until they have been properly tested and proven airworthy.

5. **Flight Procedures:** During flight, the pilot should observe the following:

- a. Take off in a direction that is totally clear of spectators or other competitors.
- b. Perform an initial turn away from pit, spectator and parking areas.
- c. Do not perform any manoeuvres or fly at any time directly over the spectators, pit and parking areas.
- d. Do not fly solo in the presence of spectators until you are a qualified flier, as judged by an experienced helper.

- e. At the sign of any malfunction, send a command for low engine speed and land as quickly as possible.

6. Flying Sites:

- a. The flying site should be large enough to provide a minimum of about 300 metres by 100 metres clear space containing no buildings, people or highways.
- b. At flying sites within 5 miles (8 km) of airports, models shall not be flown higher than 400 feet without permission of the airport operator.