



SAFETY AND ENJOYMENT

GENERAL SAFETY RULES

Aeromodelling is an exciting, exhilarating sport. At the same time, incidents can and do occur, and can result in serious injury, damage, or even loss of life. The purpose of the General Safety Rules is to minimise the risk of incidents occurring, and, where they do occur, reduce or eliminate the risk of serious injury or loss of life. Aeromodelling, as with full-size flying, requires strict adherence to basic disciplines. These General Safety Rules set out the basic principles

- **Common sense and caution should prevail.**
- **If in doubt, don't. Rather ensure that your actions are safe.**
- **The Safety / Duty Officer has the authority to control all aspects of flying and ground activities at the Club. Respect his instructions.**

The Rules are set out in the following Categories:

- 1. Ground Control**
- 2. Frequency Control**
- 3. Pilot Access**
- 4. Airworthiness of Aircraft**
- 5. Airmanship**
- 6. Runways and Circuits**
- 7. Flight Line**
- 8. Duty Officer**
- 9. Liability**

1. Ground Control

- At all times give 'right of way' to full size aircraft – Land immediately.
- Children and pets are not permitted inside the apron area or on the runways.
- Members are responsible that their guests adhere to the rules.
- Spectators must stay behind the wooden fence at all times.
- No littering.
- Keep the Toilet doors closed at all times.
- Last person leaving the field is responsible for locking the gate.
- No parking on reserved parking.
- Helicopters may not be flown at the fixed wing site except when explicit permission is given by all fixed wing pilots present.
- Helicopters may not be flown at both sites at the same time when operating on the allocated helicopter frequencies. (2.4 GHz excluded).

2. Frequency Control

- The frequency control system (peg on) must be followed at all times (2,4Ghz fliers must also peg on).
- Do not hog the spot. Maximum of 20 minutes per frequency is allowed if another pilot is waiting.
- Specific frequencies on 35Mhz have been allocated to fixed wing and others to Helicopter fliers. (See pegboard for detail).
- One flyer – One frequency!
- Peg your frequency, Nobody will be allowed to fly without a card on the board.
- Only SAMAA official frequencies may be used.
- A club card as well as SAMAA card (Frequency peg) on Frequency Board before transmitter is turned on, no other type of peg are allowed to be used e.g. clothes pegs, key rings, Prestick etc...
- Nobody will be allowed to fly without a PRF card and SAMAA card on the board.
- Lost cards will only be replaced after a fee determined by the committee has been paid.
- If a frequency peg is missing, immediately report it to the Safety / Duty Officer, so that the matter can be resolved before the frequency is used.
- Visitors will only be allowed to switch on their Tx and fly with a SAMAA or their Club Card on the frequency board. If this is not available visitors can request a PRF member for the use of the

PRF member's card. This PRF member will then assume joint responsibility with the visitor for proper frequency control.

- New members must register their frequency with the committee, prior to flying at the Club.
- Fixed wing and Helicopters pilots to use only the assigned frequencies.

3. Pilot Access

- No alcohol before or while flying. (If you drink you don't fly)
- Proof of membership must be available for inspection at all times. (PRF and SAMAA)
- Permission to fly may be withdrawn should a pilot fail to adhere to the flying and safety rules.
- A pilot may only fly at Pretoria Radio Flyers (PRF) under the following conditions:
 - As a fully paid up member of PRF.
 - As a fully paid up SAMAA member.
 - A visitor who has taken out daily membership at the current rate and a current member of SAMAA.
 - Officially invited guests.
 - Only Solo and Higher rated pilots may fly without an instructor.
- Pilots shall not consume alcohol before and during flying.
- Power flying is permitted any time of the week, Monday to Sunday except for the time stated below:
 - No internal combustion powered aircraft may be flown before 08h00 any day of the week with the exception of Sundays where no power flying before 09h00 and between 13h00 and 15h30. Special dispensation has been extended to PRF pattern flyers who may use this time slot when preparing for competitions.
 - Electric powered aircraft and gliders are excluded from this exception.
 - Helicopters flying at the Heliport are also excluded from this exception.
- All fixed wing and Helicopter flying rules applies to electric power aircrafts.

4. Airworthiness of Aircraft

- Pilots need to be sure that their aircraft are airworthy before starting.
- Silencers or mufflers are a must and should adhere to an expectable noise level.

5. Airmanship

- Before initiating action announce (loud and clear) intention of dead stick, take-off, landing, low pass or runway to the other pilots on flight line.
- Pilots are not to fly near full size aircraft. All pilots must land IMMEDIATELY when full size aircraft approach the airfield.
- High speed runs and/or "shoot-ups" are permitted only in the designated take-off direction, if the runway is clear and beyond the far edge of the runway.
- Any revving up and tuning of engines other than the normal start-up procedure must be done in the designated area. Warn bystanders to stand back for obvious safety reasons.
- When an engine is run avoid directing the prop blast at other modellers, equipment and aircraft.
- Starting or re-starting of engines on the runway are not permitted, aircraft must be removed to an area at least 10 meters from the edge of runway, or on the apron.
- Transmitters may NOT be taken onto the runway.
- Ensure to select the correct model on the radio before starting or connecting the batteries.
- Ensure the Helicopter is in a airworthy state, e.g, main blades are secure and in a good condition, RX batteries are fully charged and all bolts are securely tighten with Locktite.
- If in doubt about Radio or Helicopter setups do not fly!
- Battery to be charged in / on the charge area with the correct safety measure e.g. LI-PO sack (li-po batteries can explode).

6. Runways and Circuits

- No Fly Areas include:
 - Corridor extending over pilots, pits, apron, clubhouse.
 - Parking area and access road.
 - Neighbouring houses.
 - Delmas road.
 - "Carnivore park".
- Altitude not higher than 400 feet.
- Not closer to the other pilots than the middle of the runway.
- The windsock on the right of the field is the furthest point a pilot is allowed to fly.

- Not landing or taking off in an opposite direction than the current circuit in use.
- Not allowed to fly between pits and Heli pads (Helicopters).
- Not allowed to takeoff or land in the pits area including the grass in front of the pits (Helicopters).
- Flight line is at least 30 meters in front of the pads (Helicopters).
- The windsocks to the front of the pads are the furthest point allowed (Helicopters).
- Hovering to be done in the demarcated 10 x 10 m safe operating area. (Helicopters)
- The wind direction will dictate the runway to be used. A change of runway, properly announced by a flyer, will require **ALL** those flying to relocate together. **Communication with other pilots is very important!!**
- A pilot will be suspended immediately from further flying on the day if he/she takes off or lands on the wrong runway.
- Take-off and landing: ON RUNWAY AND IN DESIGNATED DIRECTION ONLY.
- Pilots may not fly against the designated circuit.
- Landing aircraft and "dead stick" aircraft have right of way.
- Pilots must stand in the designated pilots' area while flying. It is important to keep transmitters at least 3 meters apart.
- Aircraft landing have right of way over aircraft taking off; BUT aircraft must give way to a "dead stick" aircraft.
- Only taxi way to be used for taxiing onto the runway, taxiing across the grass is not permitted.
- Pilots may not stand on the runway or behind his aircraft when taking off.
- The flight pattern for general flying will conform to the FAI pattern forming a square consisting of a crosswind leg a downwind leg a base leg and a final approach.
- Pilots must be sure of the designated circuit and designated runway in use before taking off.
- All pilots flying will take off and land in the same direction and on the same runway.

7. Flight Line

- Fuelling and engine starting ON THE APRON ONLY.
- Pilots must clearly announce (loud and clear) their intention of taking-off and landing to the other pilots flying at the time.
- Pilots and helpers may not stand on the runway or behind his / her aircraft when taking-off. Pilots must remain in the designated area. A helper may go onto the runway with "awkward" aircraft provided the intention is announced to the other pilots flying at the same time, and that no aircraft are landing.

- Take-off by fixed wing aircraft is not allowed from any place other than the runway in use. Take-off and landing must be in the declared direction. The pilot and launcher must not obstruct any runway in use.
- Pilots must warn other pilots of their intention of crossing the runway. A good lookout must be kept for low flying aircraft.
- Clearly announce (loud and clear) intention of dead stick, taking-off , landing to the other pilots on flight line.
- Dead stick Aircraft have right of way over aircraft taking off.
- Pilots must also announce their intentions to do low passes, high speed runs and other manoeuvres to the other pilots on flight line. He must be sure the other pilots flying acknowledges these intentions or disapprove of it before the Pilot continues with his action.
- Hovering and setup to be done on the hovering pads (Helicopters).
- One helicopter in the air at a time unless there is mutual consent from all pilots flying (Helicopters).

8. Safety / Duty Officer

- Any dispute arising from these rules shall be referred to the Committee of the Pretoria Radio Flyers, whose decision shall be accepted as final.
- A Safety / Duty Officer has the right to suspend or cancel flying activities due to inclement weather and/or any other conditions he/she considers unsafe or dangerous.
- The Safety / Duty officer has the right to ask such a person and/or persons to leave the club facilities.

9. Liability

- Any pilot causing damage to another pilot's equipment, due to negligence, shall compensate for such damages.