

Shongweni Model Flying Club (SMFC)

Safety Rules

- 1 Remember that the overriding objective of modelling is to have fun. These rules are a guide to doing so safely. Also remember to use common sense and to consider the effect your actions may have on others. If everyone used common sense there would be no need for rules.
- 2 No person may fly a model aircraft at the facilities of the club unless he is a current member of an ARO (Aviation Recreation Organization) approved by the South African Civil Aviation Authority (SACAA) and under whose auspices the club operates.
- 3 These rules are to be read in conjunction with the applicable safety code of the ARO concerned.
- 4 If there is any conflict between these rules and those referred to above, then the more restrictive rules will apply.
- 5 It is a condition of membership to SMFC that all pilots attend a safety course based on these rules and that they sign an acknowledgement that they know the rules and will abide by them.
- 6 The committee will appoint a safety officer whose duties are to ensure that the necessary safety systems are in place and that these are adhered to.
- 7 A duty officer is to be nominated at each flying session. Unless agreed otherwise by those present, this will be the first person to arrive at the field who has a solo or higher SAMAA rating. If the duty officer leaves before flying is over, he will appoint a successor. No one can refuse such an appointment.
- 8 It follows that the safety officer will not necessarily be the duty officer, even if the former is present.
- 9 The duty officer is responsible for ensuring that these rules are applied on the day, that flying takes place in a safe manner and that no pilot acts in a manner that will bring the club into disrepute.
- 10 The duty officer can prevent a pilot from flying if his flying is deemed to be dangerous, if his aircraft is deemed to be too noisy or not airworthy, or otherwise bringing the club into disrepute.
- 11 The test of whether a pilot's flying is deemed to be dangerous, an aircraft is too noisy or not airworthy, will be if three members, or one quarter of those present, (whichever is the lesser) agree that it is so.
- 12 Any pilot who feels unfairly prevented from flying as above may submit his objection in writing to the safety officer who, together with the committee, will investigate the matter.
- 13 It is the duty officer's responsibility to ensure that guests and new members are made welcome, are aware of these rules and do not transgress them. It is the host's duty to take due care of his visitor.
- 14 All aircraft must be equipped with a "fail-safe" system that will cause an electric motor to stop and an IC engine to throttle back to idle in the event that the radio link between transmitter and aircraft is interrupted.
- 15 All aircraft must be fitted with a "kill" switch whereby the pilot can stop his motor by activating a switch on his radio. In the case of electric aircraft, the motor must be always disabled except for flight.
- 16 Flying is not permitted over no-fly zones as indicated in the site plan below, or over any area where there may be people (like runners or grooms). See Fig 1 below.
- 17 At all times there must be no people between the pilot and his aircraft while it is running (or armed in the case of electric powered aircraft).
- 18 No flying within a line five metres in front of the pilot box (the "runway") is permitted except in the following circumstances:
 - 18.1 Taking off and landing,
 - 18.2 Practising taking off and landing,
 - 18.3 Slow fly pasts.
 - 18.4 High speed passes must be made beyond the far side of the "runway".
- 19 Start-up, take off and landing procedures:
 - 19.1 No electric aircraft may be "live" in the pit area.
 - 19.2 IC motors may be started in the pit area provided that the aircraft is adequately tethered or securely hand held.
 - 19.3 No aircraft shall be taxied within ten metres of the pit area.
 - 19.4 Active pilots must stand in the pilot box, close enough to hear to one another.
 - 19.5 Pilots must clearly announce their intention to;

- 19.5.1 move their aircraft onto the runway
- 19.5.2 take off
- 19.5.3 land
- 19.5.4 walk onto the “runway” to retrieve an aircraft or for any other reason. They must also announce when they have cleared the runway
- 19.5.5 fly close to, or over, the “runway” (see item 15) (landing, slow fly past, beat up, touch and go, etc)
- 19.5.6 or in any other significant situation.
- 19.6 Pilots in the pilot box must acknowledge the announcements of others so that the caller knows that he has been heard.
- 19.7 Those making an announcement must be sure that the other pilots have heard him.
- 19.8 A pilot who has a dead stick must announce “DEAD STICK” and proceed to land in a way which ensures there is no threat to other persons, vehicles or equipment, even if it means ditching his plane.
- 20 In the event that a full-sized aircraft looks like it might enter the airspace around the site then the model pilot must immediately land or fly at an altitude above ground of no more than 15 meters until the airspace is clear. If unsure, land.
- 21 No IC aircraft may be flown before 07:00.
- 22 All models flown from the site must conform to the club’s noise policy so as not to unduly antagonise our neighbours in a way that may get us banned from the site.
 - 22.1 Any aircraft that could possibly not comply with our noise restrictions must be assessed by a committee member.
 - 22.2 The committee is the sole judge of whether a particular model is too noisy.
- 23 If any member feels that any rule should be deleted, modified or added, they should feel free to bring this to attention of the committee.

Fig 1: SMFC no-fly zones

