

FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE
SAFETY RULES AND RECOMMENDATIONS FOR RADIO CONTROL MODEL AIRCRAFT

1. Premise:

It is of the utmost importance that all model fliers in FAI competition observe the safety rules contained in the FAI Sporting Code. It is strongly recommended that these same rules and safety recommendations, are applied, as far as their national laws permit, whenever one flies. Any accident caused by carelessness is a hindrance to the progress of model aviation.

Safety rules and recommendations are not obstacles to the enjoyment of model flying but are established to reduce as far as possible potential accidents and to demonstrate that model fliers are the responsible people they proclaim to be.

It is not a sign of intelligence to show off one's own skill amongst 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 model aircraft should not be flown in competition or in the presence of spectators until it is proven airworthy by having been previously flight tested.

2. Competency on Safety

The following officials are competent to apply and enforce the safety rules contained in the FAI Sporting Code:

- a the Jury;
- b the Contest Judges;
- c the Contest Director;
- d the Timekeepers;
- e the Processing Officials;
- f all officials of the Organising Body.

3. Model Aircraft and their Components

Prohibited Items:

- a metal bladed propellers and rotor blades;
- b repaired power propellers and rotor blades;
- c improperly mounted engines;
- d knife edged leading edges on wings, tails, or rotor blades;
- e. sharp spinners or propeller fasteners;
- f non-shock mounted radio equipment, where there is engine vibration;
- g any ballast or heavy part subject to jettisoning;
- h propellers which fold forwards to have exposed propeller tips pointing forward in the direction of flight.

It is recommended that:

- 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.

cont/...

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;

Flying should not take place in the presence of spectators until any model aircraft has been properly tested and proven airworthy.

5. Flight Procedures:

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. Outdoor 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 should not be flown higher than 400 feet without permission of the airport operator.

CIAM/12/04/2010