

THE SOUTH AFRICAN MODEL AIRCRAFT ASSOCIATION



Operations Manual

SAMAA PROCEDURE & GUIDELINES ON PARK FLYERS

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SAMAA PROCEDURE & GUIDELINES ON PARK FLYERS

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This document forms part of the SAMAA Manual of Procedures. It is to be used by SAMAA Members and Registered Clubs in all activities associated with the flying of model aircraft in the RSA.

SAMAA PROCEDURE & GUIDELINES ON PARK FLYERS ELECTRIC PARK FLYERS.

1. Introduction:

Park flying is here to stay! The progress of technology in recent years in the areas of electric propulsion, power sources, materials, construction methods and radio equipment, has made it possible to fly small R/C models in much smaller spaces than we have been traditionally used to. This has resulted in an increasing number of pilots flying their models from sport fields, open urban veld areas and even indoors in sport and school halls, leading to the advent of “park” and “indoor” flying.

2. SAMAA and Park/indoor flying:

As SAMAA has assumed the responsibility for the regulating and controlling R/C flying activities in the RSA, it has started a process of finding a way to incorporate park/indoor flying into a regulated hobby, and to try to find ways for Park flyer pilots to participate legally in our hobby, in a safe and controlled manner at registered flying sites with the normal controls, safety regulations and insurance cover, but bearing in mind that this regulation must be done in such a manner that the enthusiasm and growth in particular the Park flying is not dampened.

SAMAA recognizes Park Flying as a hobby and part of Aeromodelling, and has formulated guidelines and Rules to cover this section of the hobby, and to allow Park Flying to be a Registered group operating within the SAMAA Association.

3. Definition of a park flying model:

“a Small and light electric power driven aircraft that can be safely flown in a confined area like a sports field.

4. Specification recommendations:

4.1. Aircraft:

Wingspan: 1,2 metre max.

Weight: 1kg max including battery.

Propellor speed 15000rpm Max. (Ducted fan by Committee permission only)

Speed; Max 70 Kph

(Note: This specification will force a trade-off between the model type, size, mass, and the limits of the specification ie.: a glider type model will fit into the 1,2m wingspan, 1kg limit, but a power model might have a reduced wingspan for the same mass.)

4.2. Helicopters:

Main rotor diameter: 800 mm total max.

Weight: : 1kg max including battery.

4.3. Propulsion: Electric power only.

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POLICY ON PARK FLYERS

4.4. Flying sites:

“Field” size app. 100m x 50m (outdoor.) “Hall” size app. 35m x 20m (indoor.)

ie.: Rugby, soccer type sports field.

*Park flying sites are to be at least 4,2km apart, and at least 5km from registered r/c flying sites.

All Park flying sites closer than 5km from a full size aerodrome must be cleared by SAMAA with the Civil Aviation Authorities.

4.5. Airspace:

All flying to be done within the perimeter of the field used, to a max. of 50m

Above ground level.

(Note: This is a very important restriction as it will ensure that the pilots fly the type, size and weight of aircraft that is within their proficiency and skill level, to stay within the boundaries of the field that they are using.)

5. Management and control:

5.1. In time all park/indoor flying sites will have to be registered with SAMAA as such.

5.2. Each site is required to be under the control of a club committee or a responsible person.

5.3. Normal SAMAA safety rules are to apply, ie.: Frequency control, spectator areas, no-fly areas, pilot proficiencies, SAMAA membership, insurance cover etc.

6. Process:

6.1. Draw up a database of sites being used for park/indoor flying.

6.2. Register as many of these sites as possible with SAMAA.

6.3. Encourage as many people as possible to make use of these registered sites, and to stick to the aircraft specifications, through SAMAA news, website and distribution of a SAMAA park/indoor flying leaflet through the dealer network.

7. Conclusion:

The above is the Park Flying recommendation, which has, for the past four years Been used as the yardstick, and which has proved to be acceptable to park flying members and groups.

Any member of SAMAA or any interested person is welcome to submit suggestions which can be substantiated, please address your comments to:

SAMAA General Manager -011-9074652.

ADVICE ON FINDING AND SETTING UP A FLYING SITE FOR SMALL AIRCRAFT

(Information Booklet)

For Small Aircraft and Park Flyers:

This booklet is specifically directed at advising on **how to find, set up and control a site or field for flying small aircraft and helicopters**, aircraft commonly known as park fliers.

- a) **Finding a Field:** Park “Flyers” by definition, need a smaller space than the usual 1½ to 2 meter wingspan glow or petrol powered model aircraft. The smaller and less powerful park flyers **can** fly in the area of a rugby field (ie 100m x 80m). Nevertheless the size of the field defines the size of the airplane that can be flown on that field.

But If:

- Your model is too big or the incorrect type
 - Your flying ability is not yet advanced enough for you to fly the type of model you have within the limits of the field then **you must not fly your park flyer model at that site**. This is not negotiable, if you cannot fly within the limits of the field, you are **not permitted** to fly at that field.
- b) **The Suitable Field:** When you eventually locate a suitable size piece of ground (without adjacent land containing building etc, which cause turbulence and odd wind slants) you then need to obtain written permission from the owners of the land giving you the right to fly model aircraft on the property. Most owners will not give permission without some sort of commitment from the group using the field, wherein they have set out their Rules and Regulations, operating policies and given a liability commitment to the owner exonerating him from **all** responsibilities, liabilities and consequences arising from an accident.
- c) **Setting Out the Field:** The setting out of a flying field has been Internationally agreed and is documented (with minor variations due to obstructions) as follows:

- (i) A flight line, a straight line on the nearside of the runway, preferable in the direction of the wind is to be set out. The **far side** of this line is the **flying area, a totally unobstructed area**. The **near side** of this line is a **no fly area** and contains, the pits, the spectators, the car park area etc.

For safety, communication, and radios signal reasons all pilots will stand together (± 2 metres apart) within 7 metres of the flight line on the **near side** of the flight line.

All spectators, persons not actively involved and parking will be a least 20 metres away from the flight line on the **near side**. (only the pilot and his spotter, helper or instructor may be near the flight line.)

- ii) When accommodating helicopters, two alternatives exist:
- (a) Fixed wing and helicopter take turns to fly on the same line.
 - (b) A separate area well away to the side of the flight line is established
- iii) A frequency control system must be installed, many radios operate on 35 MHz and each radio transmitter has a frequency within the band. It is usual to install a **“Frequency Control Board”** and when you fly you reserve your transmitter frequency with a correctly marked peg placed on the correct spot on the frequency board. The peg is removed when you have completed your flight. Please note that only radio equipment operating on 27MHz, 35MHz, 53MHz, and 2.4GHz is legal and ICASA can confiscate your equipment or fine you should you use any other frequency band.
- d) **Controlling a Group of Flyers:** Experience has shown that it is necessary to have guidelines and a responsible person or group to run and organize **any** group of people participating in any game or sport. So, model flying is no different and the flyers at a field should nominate, say 5 persons to form a committee who will be responsible for ensuring that the field is run correctly and safely and the basic guidelines are observed.

The above elected “Committee” will be responsible to:

- Ensure that there is a land use agreement in place
- Ensure that persons flying obey the guidelines and Rules set down.
- Ensure that any fees, dues or other costs due to the field owners are paid by the flyers using the field
- Ensure that a frequency control system is operative

