

THE SOUTH AFRICAN MODEL AIRCRAFT ASSOCIATION



Operations Manual

SAMAA POLICY ON FREQUENCY CONTROL SYSTEM

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SAMAA POLICY ON FREQUENCY CONTROL SYSTEM

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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.

(1) PURPOSE

This policy is primarily to define the procedure that must be followed at any flying site, where the older Model Radio Transmitters, operating on 27, 35, 53 and 54 Mhz are still in use. It must be noted that until these older type sets are phased out this procedure will be enforced And all users of 2,4 Ghz transmitters will conform to the procedures as set down in this procedure.

A second important spinoff from this procedure is that if the Club or flying site insists on both SAMAA and Club cards being used as markers, the Duty officer or Safety officer will be able to see the proficiency and status of the pilot.

If this procedure is rigorously followed by all pilots handling transmitters, it can help eliminate crashes caused by uncontrolled switching on of transmitters.

A crash caused by your switching on your transmitter, to an already in use frequency, is your fault, and you alone are responsible for the consequences of your action.

This procedure cannot stop crashes or accidents occurring which are caused by faulty crystals, untuned transmitters, or pegs/marker being incorrectly placed on frequency board.

(2) DEFINITIONS**Frequency**

Most radio sets used, until some two years ago, were designed to transmit on a bands approved for model use. In SA some 50 frequency spots on the 27, 35, 53, and 54 Mhz bands were available.

When you bought a radio set you could choose one of the available frequencies, and the respective crystals would be inserted into both the transmitter and receiver and that then became your operating frequency. And whenever you flew, your peg/ marker was placed on that spot on the Frequency control board.

The newly arrived 2,4 Ghz radio control equipment has the ability to scan and search its frequency band to find an unused spot or spots and then to operate on those spots.

This means that your peg/marker, when using the 2,4 Ghz system only needs to be placed on the **band** and not on a spot on the frequency board.

Frequency Control Board

Every registered flying field or site must have a frequency control system, the accepted way is to have a board, which displays all the legally available Radio frequency spots, for that club, as well as 6 to 8 spaces on 2,4 Ghz, and provides an attachment system for holding your peg/marker so as to reserve that spot, for your flying safety.. Users of 2,4 Ghz systems will also put their peg/marker on the 2,4 Ghz spot on the board.

Peg/Marker

Each and every member who intends to fly his/ her model aircraft at a flying field or site will be in possession of a peg/ marker.

This peg/marker will normally contain, your club membership card and your SAMAA card clipped together by a clip holder which allows the cards to be securely attached to the frequency board. Before you turn your transmitter you will have placed your peg/ marker on your spot on the frequency board and reserved that spot.

(3) RESPONSIBILITY

When it comes to effective and safe FREQUENCY CONTROL

All model aircraft pilots, whether they be the appointed Safety Officers, members of the Club Committee, or just regular members must understand that safety is also their responsibility and that they are Safety Officers,

All pilots shall adhere to the standard SAMAA method of FREQUENCY IDENTIFICATION and the reservation of frequencies as used at all flying fields.

It is vital for a Club Committee and all members of a club to not tolerate members who think they know better and do not follow the rules especially those for frequency control. The need for constant vigilance will go a long way to preventing accidents.

(4) FREQUENCY CONTROL

Until recently there were the two SAMAA recommended methods for frequency control at model aircraft flying fields in South Africa. Due to the confusion caused and subsequently the arrival of the 2,4 Ghz Transmitters the old "Peg/marker off" system has been dropped.

- **The "PEG/MARKER or CARD ON" frequency control system is the only legal system used in South Africa and works as follows: -**

The pilot places his own frequency identifying peg, marker or card onto his Transmitter frequency spot on the frequency control board. He then switches on his transmitter and proceeds with his preparations for flying.

After the completion of his flight the pilot will switch off his transmitter, collapse the aerial (if applicable) remove his card from the frequency control board, and return his transmitter to the pound.

All pilots and visiting pilots must have their own identifying peg/marker, or preferably Visitors should use their hosts card, as this puts the responsibility for the visitors performance back to the host.

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This peg / nametag system will identify who is using the frequency spot, and allow identification, by a Member or Duty officer of the pilot who has not removed his peg/marker from the board after flying.

Any pilot without a card must not be allowed to fly

Any pilot without a SAMAA card must not be allowed to fly

TO MAKE THE FREQUENCY SYSTEM WORK PILOTS MUST BE DISCIPLINED, THEY MUST HAVE PROPER PEGS OR MARKERS, AND THEY SHALL RESERVE THEIR FREQUENCY BEFORE SWITCHING ON THEIR TRANSMITTER

The Safety Officer and Club Committee have the responsibility to ensure that pilots do not fly unless they have the correct marker / peg.

The above system **shall** apply to pilots using the 2.4GHz Transmitters at flying field, except that the marker/card will be placed on the 2.4GHz frequency spots on the control board.

KFN