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THE SAMAA NATIONAL MODEL AIRCRAFT SAFETY CODE (ABRIDGED)

(PART 1)

1.1 General

When operating ANY model aircraft, SAMAA members shall comply with the following:

- 1) I shall observe the SAMAA SAFETY CODE, the SAMAA SAFETY CODE FOR R/C FIELD OPERATIONS, the SIG SPORTING CODES, THE RULES AND GUIDELINES SET DOWN IN THE PROCEDURES CONTAINED IN THE SAMAA OPERATING MANUAL and the SAFETY RULES AND REGULATIONS OF THE CLUB OR FLYING FIELD that I am using when flying my model aircraft.
I further fully understand that consequences and liabilities arising from my deliberate contravention of these Rules and guidelines is solely my responsibility.
- 2) I shall not wilfully or deliberately fly my model aircraft in a careless, reckless and/or dangerous manner.
- 3) I shall not fly my model aircraft in competitions, sanctioned events, airshows, or model flying demonstrations, until it has been proven airworthy by a previous successful test flight.
- 4) I shall not operate my model aircraft while under the influence of alcohol or judgement impairing drugs.
- 5) I shall not operate my model aircraft with metal-bladed propellers or rotors, gaseous boosts, hazardous fuels, pyrotechnics, or explosive devices.
- 6) I shall not intentionally take-off from or fly over an active public thoroughfare or over spectators.
- 7) I shall only fly my model aircraft, above 150ft, from a SAMAA Registered or sanctioned flying field, and when flying my model aircraft, I shall abide by the Club and SAMAA Safety Rules and Operating Procedures.
- 8) I shall not fly a model aircraft which does not comply with the specifications of a model aircraft as set out in the Manual of Operations of SAMAA.

1.2 Radio Control

When operating any radio control model aircraft, SAMAA members and other pilots shall comply with the following:

- 1) I shall complete a successful radio equipment ground range check before the first flight of the day.
- 2) I shall not fly my model aircraft in the presence of spectators until I become a qualified flier, unless accompanied, and under the instruction of an experienced R/C pilot.
- 3) I shall perform my initial turn after take-off, away from the pilots, spectators, club House and parking area, and I shall not thereafter intentionally fly over the pit area, spectator area, or parking area.
- 4) I shall not fly my model aircraft on the pilot station side (pit side) of the flight line (the flight line is defined as a line a minimum of 7 metres away from the pilot stations and parallel to the near side of the runway in use).
- 5) I shall not deliberately fly a model aircraft without visual contact (i.e. model aircraft to be kept within line of sight of the R/C pilot at all times).
- 6) I shall not knowingly operate an R/C system within 5km of another R/C flying site.
- 7) I shall operate my model aircraft using only the ICASA and SAMAA approved and published/gazetted radio control frequencies.
- 8) I shall not switch on or allow my transmitter to be switched on without first checking the availability and reserving the frequency I intend to use, with my membership card.
- 9) I shall not fly my model aircraft higher than approximately 400ft (120 metres) above ground level within 5NM, or within the CTR (control zone) of an airport, without obtaining written permission from the air traffic control authority at that airport.
- 10) I shall give the right of way to all full size or manned aircraft at all times, and take the necessary avoiding action, when any full size or piloted aircraft are in the proximity of my model flying activity.
- 11) I shall obey the Rules and Guidelines set out in the SAMAA Operation Manual and Safety Code if no other code or rules are available at the flying site I am using.

1.3 Specific Rules

- 12) Any model flying club or field located, within five nautical miles of an existing full size airfield or aerodrome, or within the CTR (controlled airspace), or under the TMA of a manned Airport, is required to have contacted that Airport and established the protocols under which the Club or field may operate. The

initial contact will be established by SAMAA, after which the Club or users of the field, must maintain regular contact in future.

- 13) The organisers of any public display, Airshow, Competition or similar event, where spectators will be present, or where CAA Regulations need temporary relaxation shall submit an "Application for a Permit to Conduct an Event" in writing to the General Manager for approval at least 60 days before the event. These applications must contain information relevant to event, such as location, field layout, crowd control measures, frequency control system, name of proposed safety officer or display/events director, names of pilots who will be flying, together with their proficiency and any other or information which could affect the safety of the public, as well as details of any temporary relaxation or exemption required from the CAA for the Event.. The written Approval from the SAMAA, which may contain additional conditions which must be complied with by the organisers, is required by the organiser before the event may proceed.
- 14) All SAMAA Registered Clubs or flying fields shall produce their own set of Field Safety Rules and Regulations. These rules shall, as a minimum, contain the SAMAA Safety Code and Field
- 15) Operation criteria, as well as safety conditions applicable to their field. Further these Club or field Rules shall reference the SAMAA Operations Manual. The club shall be responsible for the enforcement of these rules and provisions and shall be fully responsible for the safety of all members and spectators at their field.
- 16) 3D aerobatic aircraft and electric aircraft will comply with all model aircraft safety rules and will fly within the approved circuit at a flying field.
- 17) At the discretion of club management, helicopters should be allowed to fly in a circuit with fixed wing model aircraft, provided that the helicopter is flown by a proficient pilot in a manner which does not interfere with the other model aircraft flying in the circuit.
- 18) No pilot of a model aircraft, helicopter, 3D model, Fun Fly and park flyer is permitted to:
 - (a) Fly his aircraft in the opposite direction to model aircraft in the circuit.
 - (b) Hover his aircraft over the runway or in the circuit if other model aircraft are flying.
 - (c) Do "shoot ups" over a runway.
 - (d) Remember that these are the "Abridged Safety Rules" and the more detailed rules and guidelines will be found in section 6.A.3 "The National Safety Codes" in the SAMAA Operations Manual.
 - (e) Additional rules, as found necessary, will be approved by the appropriate SAMAA Committee and added to this Safety Code.

SAFETY CODE FOR R/C FIELD OPERATIONS

(PART 2)

This code is endorsed by SAMAA, and should be included in each and every SAMAA-registered model flying club's operations and safety requirements, as a minimum requirement.

General:

- a) Under normal operating circumstances, there shall be no more than five (5) model aircraft/helicopters airborne at any one time on a single flight line at any field, unless specified under competition rules, special events, or authorised by the club management.
- b) Frequencies used shall be the ICASA/SAMAA approved frequencies. These frequencies shall be controlled by a positive means, usually by the use of a frequency board displaying approved frequencies and using the SAMAA frequency system of "card on" is the mandatory minimum.
- c) Radio transmitters not in use at a flying field shall be switched off and placed in a transmitter pound.
- d) A pilot intending to fly must first ensure that his transmitter frequency is not in use, then reserve the frequency with his card or marker, before switching on his transmitter.
- e) Pilots should be qualified by an acceptable training program and the "SAMAA Solo" is the minimum acceptable qualification for a pilot to be allowed to fly unattended, by an instructor, when other pilots are present on the flightline.
- f) Instructors shall be competent R/C model fliers who shall not only provide adequate instruction, but also consistently demonstrate safety by their example and attitude.
- g) Strict announcement procedure by pilots must be normal operation where pilots on the flight line call out to other pilots any intention to land, take-off, move onto or cross the active runway. "Dead stick" situations take priority over other operations.
- h) Any guest or club visitor who is allowed flight privileges at any field, must be suitably qualified and must be prepared to submit his model aircraft for an air safety/airworthiness inspection, before being allowed to operate his aircraft without supervision.
- i) For insurance, CAA, and SAMAA compliance, any club organising a public display, airshow, or Event, where the public will be present, shall submit an "Application for a Permit to hold an Event" form to the General Manager for approval. The written approval for the event may contain conditions which need to be in place before the event may proceed.
- j) Clubs and flying fields must clearly define the fly zones for their respective fields, these shall be a minimum of 30 meters, in the case of smaller aircraft

and 50 meters in the case of large scale or Turbine Jet aircraft, from spectators, except in the case of takeoff and landing where 30 meters will be allowed. They must further clearly define the flightline for each runway, and the limit of the area in which model aircraft may operate when flying from that runway.

- k) Every SAMAA member is responsible for safety, and making sure the club rules, the SAMAA rules, and regulations are observed, and shall ensure that all model aircraft operations are conducted in the safest manner possible.
- l) Club members who refuse to abide by club rules and regulations, and who disregard instructions about safety, should be given a formal warning, and should they still not comply, should have their flying privileges revoked.
- m) Individual pilot station locations should be marked. Pilots must control their model aircraft from these locations; but take-off and landing may be done from nearer the runway itself, provided that all other pilots are informed of this impending event.
- n) Spectators, visitors and non essential Club members, are not allowed near the flightline and pilot station locations, except in the case of spotters, callers, instructors or authorised persons, whose presence is required.
- o) A safety barrier or fence must be in place to prevent non-airborne model aircraft that are out of control, from entering the, parking or spectator areas. This fence should be a minimum of 30m from the flight line. A low fence around or in front on the pilot stations, to protect the pilots flying is recommended.
- p) All Clubs should have an aircraft check program so that all new model aircraft are inspected prior to operation, particularly those belonging to beginners. A re-certification program after major repairs and/or rebuilding of an aircraft is recommended.
- q) Only one runway may be used at a time, all take-offs and landings shall take place on the runway, into wind if possible, and take-offs shall commence from directly in front of, or opposite the pilot stations. Pilot stations shall be used by pilots when flying. If by common consent the runway is to be changed, due to wind direction change, all pilots will move to the selected runway.
- r) Where a flying site layout allows the operation of two independent runways and flight lines simultaneously, the use of two flight lines, ie for competition must have the approval of the
- s) Contest director, or authorised Club official. These flight lines and runways must not intersect and must be separated by at least 60 metres.
- t) When flying electric powered model aircraft, the main power to the motor shall only be connected when the model is in the starting box or on the flightline, immediately before the pilot starts his flight. Similarly the power will be disconnected before the model is taken back to the pits.

- u) As the threat to the future of Clubs flying model aircraft powered by glow or gas engines has increased and become real in the last few years, it is now a requirement that efficient silencers are fitted to all internal combustion engines, and that the noise restriction on these model is observed.
- v) In the interest of Safety, all large models will be restrained, either by a helper or by other means so as not to be a danger to other persons present while starting the engine..
- w) Turbine powered models, will be started away from other aircraft and persons in the pits and shall not be started unless the required safety personnel are present.
- x) Large model aircraft or special aircraft over 25 Kgs will require a “permit” to fly” following inspection and certification as set out in the SAMAA manual of Operations before being allowed to fly at any SAMAA registered field.

Note; These are the National Model Aircraft Safety Abridged rules, other applicable rules which are to be observed are the Helicopter, Glider and SIG Rules and the SAMAA National Safety Code as contained in the SAMAA operations Manual.

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