

FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE

SAFETY RULES FOR FREE FLIGHT MODEL AIRCRAFT

1. **Premise:** It is of utmost importance that all model fliers observe first of all the safety rules. Any accident caused by carelessness is a hindrance to the progress of model aviation.

The safety rules are not an obstacle to the enjoyment of model flying but guidelines established to prove that model fliers are the responsible people they proclaim to be.

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

2. **Competency on Safety:** The following officials are competent to apply and enforce the safety rules:

- the jury
- the contest judges
- the contest director
- the circle marshals
- the timekeepers
- the processing officials
- the leaders of the organisation.

3. **Prohibitions Concerning the Models and their Parts:**

The use of the following parts, accessories and fittings is forbidden:

- metal bladed propellers
- repaired power propellers
- improperly fixed engines
- any ballast or heavy part subject to fortuitous jettisoning
- any other item judged to be dangerous by competent officials.

4. **Pre-flight Checks:** Immediately before each flight, fliers must verify the actual conditions and the proper functioning of all parts contributing to efficient and safe flight of the models and the proper fitting and fixation of the various parts, with special reference to engines and propellers.

5. **Action During the Contests:** During the contest, it is forbidden:

- to throw away the towline winch
- to leave the towline unreeled on the ground
- to use power propellers beyond their safe RPM. An appropriate action is recommended to be conducted by the FAI among propeller manufacturers tending to obtain that a maximum safe RPM be established and clearly marked on all commercial propellers.

During winding of F1B motors, the winder must be secured to the flier's body by means of a belt wrapped around the waist or wrist or similar effective device against slippage from the hand.

6. **Flying Sites:** It is absolutely imperative that all flying sites be situated far from power lines.

The starting area must be carefully chosen in such a way that normal safety to person and things be granted. The points to be considered in this choice are wind direction and strength, relative position of buildings, runways, parking areas and spectators' areas, point where the models are presumed to land after a normal flight, according to the wind.

7. **Penalties:** All dangerous models must be excluded from the competitions. For any action against the Safety Rules, the penalties listed in the Sporting Code General Section apply.
8. **Suggestions:**
- Needle-nose spinners do not add a bit to a model's performance but can offend more seriously than blunted ones, even on gliders and rubber models.
 - Broken propellers are centrifugated with unbelievable force. Always stay behind their plane of rotation, especially with your face.
 - Model fuels, glues, dopes and thinners are mostly toxic and inflammable.
 - Noise can seriously hurt hearing. During prolonged engine running-in, the use of silencers and/or ear plugs is highly recommended.
9. **Training Flights, Exhibitions, and so forth:** All the above recommendations are equally valid for training and exhibition flights. All National Airports Controls are requested to publish these safety rules among their associates and to recommend that they comply with the requirements on every occasion.