

FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE

SAFETY RULES FOR CONTROL LINE

1. The following safety rules can be enforced by:

- the jury
- the judges
- the contest director
- the circle marshal
- the processing officials
- pull test officials

The highest authority regarding safety questions is the jury.

2. **Models:** At the processing and at the pull test, it should be checked that the model is not equipped with any of the following details:

- metal bladed propellers
- metal wheels
- any loose parts which can be jettisoned during flight or in any other way cause accidents

3. **Safety Precautions:** Immediately before each attempt to an official flight the model, the lines and the control handle shall be pull-tested with a weight equal to 50 times the weight of the model in F2A, 30 times the weight with a maximum of 14 kgf for F2C, 15 kgf for F2D and, in F2B equal to 12 times the weight of the model but not more than 20 kgf or 30 kgf if model weight is more than 2 kg and/or the engine capacity is more than 10 cm³.

Crash-proof safety helmets with a chin strap should be worn by mechanics in F2C and F2D and by F2D pilots intentionally leaving the centre circle.

4. **Conduct: During flights, the following is forbidden:**

- to deliberately release the control handle while the model is moving (penalty: disqualification from the contest). It is allowed to hand over the handle to another pilot, or to change hands, in case of emergency.
- jettisoning.

Special Rules: In F2C it is forbidden by safety reasons:

- for the pilot to step outside the 3 m circle before the mechanic has taken hold of the landing model.
- for the mechanic to step into the flight circle with both feet.
- for the mechanic to retrieve the model by any device.
- to overtake a slower model by passing under it.
- for the pilot whose model is to be overtaken to carry out any manoeuvre to impede the overtaking competitor.
- to cause a collision.

In F2D it is forbidden by safety reasons:

- to deliberately attack the opponent's model as distinct from the streamer.
- to make any attempt to fly a model which cannot remain airborne under its own power or under the full control of the pilot.
- to interfere with the opponent or force him to leave the centre circle.
- to fly deliberately in a dangerous manner.
- for the pilot to leave the centre circle while his model is flying, or to leave the centre circle without wearing a crash proof head gear.
- to cause a collision.
- to attack the opponent's model when it is not airborne, inside the centre circle.

5. Flying Sites:

Avoid power cables.

Avoid flying too close to inhabited area (noise reasons)

Avoid flying too close to public roads (traffic reasons)

The tracks for F2A and F2C should be equipped with a 2,5 m high fence according to Sporting Code Section 4c. para. 2.2.2.c.

This fence should be placed as close to the track as possible but the radius to the track centre should not be less than 22 m. The fence should be strong enough to stop a flying model.

The F2B and F2D tracks should be equipped with a safety circle which is the limit of the dangerous area. The safety circle should have a radius not shorter than 25 m in F2B and 22 m in F2D. The safety circle can preferably be marked with a rope fence.

The F2B track should also have its centre well marked on the ground.

Only the competitor and his helpers, and the officials concerned are allowed to stay inside the fences or safety circles.

Personnel who have fulfilled their mission must immediately leave the dangerous area.

6. Insurance: The organiser is responsible that all competitors are insured against public liability.