

Rules of the STELLENBOSCH MODEL AIRCRAFT ACCADEMY

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1.OBJECTIVE OF THE ACADEMY

The essence and reason for the existence of the association currently known as **Stellenbosch Model Aircraft Academy (SMAA)** is to practise and promote the building and flying of all forms of remotely controlled flying models in a safe and controlled environment.

2.FREQUENCY CONTROL

- 2.1 The frequency control system used by **SMAA** is "Peg on Board".
- 2.2 Only valid pre-paid **SMAA** Client cards and **SMAA** Visitor's cards will be allowed on the frequency board
- 2.2 Transmitters not in use must be switched off and stored in the transmitter rack.
- 2.3 Maximum peg time when other pilots are waiting is 20 minutes.
- 2.4 Under no circumstances may any transmitter be switched on without first verifying that the correct frequency is reserved by placing a card on the frequency board.
- 2.5 Only frequencies that are approved by ICASA and **SMAA** and that are shown on the frequency board may be used. This includes till further **SMAA** notice, the flying of FPV aircraft.
- 2.6 No transmitters on any other frequencies may be switched on under any circumstances without the peg on board.
- 2.7 In the case of a lost or forgotten pre-paid card, a visitor's card should be requested from the office for use until the appropriate card is available.

3. FACILITY USAGE

- 3.1 All Radio Control Model Aviation Pilots are welcome to make use of the **SMAA** facilities as long as they comply with the following:
 - a. Pay the prescribed Landing Fee using the SnapScan QR Code displayed on the Frequency Board before commencing to fly and place their **SMAA** Card on the Frequency Board indicating the frequency to be used
 - b. Pre Paid Landing Fee pilots place their Pre Paid permit on the Frequency Board indicating the frequency to be used
 - c. They are paid up **SMAA** Members, including Student Pilots.
 - d. They are **SMAA** SOLO Proficient rated – refer to 3.2.
 - e. They report to the Safety Officer before they commence to fly.
 - f. They familiarize themselves with and abide by this set of rules.
- 3.2 **SMAA** reserves the right to ask for a proficiency test on any unknown Visiting Pilot.
- 3.3 **SMAA** reserves the right to test any powered model aircraft to make sure the aircraft's noise emitting does not exceed a maximum of 90 db (A) at 7 meters, over a hard surface, unless the class or category of model has specified lower limits. Specific noise measuring procedures shall be applied to ensure that all models comply with the above limits.
- 3.4 For the purpose of training an aspiring Pilot without a Solo rating, a buddy cord or similar device shall be used by the Instructor.

4.FLYING TIMES

Flying is allowed on week days, weekends and public holidays with the following restrictions:

- 1.1 Weekdays: Flying allowed between 08:00 and sunset
Weekends: Flying allowed between 08:00 and sunset
Public Holidays: Flying allowed between 08:00 and sunset except Christmas Day when No flying is allowed
- 1.2 Competitions or special events requiring the exclusive use of the field will be advertised in advance on the notice board, e-mail or **SMAA** website. During such times, no other flying will be allowed.
- 1.3 No night flying is allowed except if a formal night-flying event was organized
- 1.4 If no Landing Fee Receipt can be obtained from the office for any reason whatsoever, a visiting Pilot is not allowed to use the **SMAA** facility

5. IN THE PITS

- 5.1 At all times, models should face the clubhouse when being started or tuned.
- 5.2 The use of other Pilots' equipment is not allowed without their express permission.
- 5.3 For extended tuning sessions, the model should be taken away from the pits to a location where other Pilots or Visitors will be less affected by the noise. This also applies to running-in of engines.
- 5.4 The consumption of alcohol in the Pits area and on the SMAA site is forbidden. Beverages can be obtained and consumed at the Wild Clover Restaurant or Brewery on the property.
- 5.5 Spectators and visitors are permitted in the pits and flying areas only under direct supervision of a Pilot.

6. FLYING SAFETY AND COURTESY

- 6.1 **Frequency Clashes**
 - a. Only SAMAA approved and sanctioned frequencies are allowed to be used on or near the facility premises
 - b. It is good etiquette and safe practice to introduce yourself to Pilots on the same frequency so as to establish an awareness of a possible frequency clash.
- 6.2 **Solo Status**
 - a. At the discretion of the instructor, a student may fly alone to gain stick time before official "Solo" status is awarded
- 6.3 **Pre-flight Check**
 - a. Check airframe for airworthiness, i.e. look for loose hinges, links, etc.
 - b. Ensure the model to be flown and the radio equipment is in good condition and safe to fly.
 - c. A range check before the first flight of the day is advisable.
- 6.4 **Range Check Guidelines**
 - a. Place model on the ground with tail end of model facing the transmitter.
 - b. Walk approximately 45 paces and periodically look for glitches while moving at least two control surfaces. Ask for assistance if necessary.
 - c. Do a second check with engine/motor running as well.
- 6.5 **Taxiing**

Motors, be it Glow, Gas or Electric, must be switched off before reaching the pits area.
- 6.6 **Take-off**
 - a. First Pilot arriving at the facility determines the direction of the Active Circuit and subsequent Pilots must take off accordingly. (*Read with Clouse 6.16.c*)
 - b. Take offs from any taxi way is strictly forbidden. If no one else is flying, choose the best runway based on the wind direction
 - c. Ensure that no one else is going to land or is about to do a low fly-by, before proceeding onto the runway.
 - d. Shout "TAKE-OFF" clearly and loudly and heed any objections from other pilots before proceeding onto the runway.
 - e. Place your model on the runway and take off.
 - f. Move away from the runway as soon as possible to the designated Pilot's area.
 - g. The first turn after take-off should be into the circuit and therefore away from the clubhouse.
 - h. If an engine stalls on the runway prior to take-off, remove the model from the runway to a location at least five meters away.
- 6.7 **Hand Launching Models**

Follow the Take-off Procedure and throw the model while on or beyond the runway, in a direction consistent with the Active Circuit.

- 6.8 **Launching Gliders with catapulting lines and/or tow planes**
- Announce the launch or tow by tow plane of a glider into the direction of the Active Circuit by shouting "LAUNCHING" or "TOW TAKE-OFF" and heed any objections from other pilots before proceeding.
 - Catapulting lines and/or towing lines must be removed from the runway after any launch or tow.
- 6.9 **Landing**
- Determine if the runway is clear of other models and Pilots.
 - Shout "LANDING" loudly and clearly and heed objections from other pilots before walking towards the edge of the runway.
 - Land the model and remove the model and yourself from the runway as soon as possible.
- 6.10 **Landing Gliders or other models without wheels**
- Gliders or models without wheels should follow the same procedure as Pilots using the runway and land on the area on or just beyond the Active Runway.
 - Gliders on landing approach have the same landing priority as "dead stick" powered models.
 - A Tow Plane with its tow line shall be parked behind the pilot boxes and not closer than 4 meters from the active runway.
- 6.11 **Emergency Landings**
- When an emergency arises, i.e. like a stalled engine shout "DEAD STICK" loudly and clearly.
 - Land the model.
 - Remove the model and yourself from the runway as soon as possible.
 - Emergency landings receive priority over other models in the air.
 - Other Pilots should immediately react in a way facilitating a clear path for the troubled model that is about to land.
- 6.12 **Persons Crossing the Runway for whatever reason**
- Make sure no Pilots are taking off or landing and shout "CROSSING RUNWAY" loudly and clearly and heed objections from flying pilots before proceeding.
 - Cross the runway.
 - Repeat the procedure when returning.
- 6.13 **Low Fly-by's**
- Make sure it is safe to do so before proceeding.
 - Shout "LOW PASS" loudly and clearly.
 - Do the low pass on the far side of the runway.
- 6.14 **No-Fly Areas**
- It is strictly forbidden to fly in the following areas:
- Any powered aircraft outside the circuit limits as indicated in the graphic map on page six of this rule book.
 - Over the clubhouse and parking area.
 - Around the clubhouse and parking area.
 - Over the pits including the area between the pits and the runway.
 - Over any person.
 - Behind the Active Runway.
 - In the vicinity of "full scale" aircraft entering SMAA's designated airspace.
 - Around or over any buildings on the premises.
- Any Pilot who deliberately contravenes this clause shall be grounded immediately.**

6.15 Flying Areas

- a. Normal flying activities should be performed in the active circuit.
- b. Helicopters, Park Fliers and Shock Fliers should be flown from the area as directed for the day by the Safety Officer present
- c. CL activities shall be performed in the designated CL area
- d. Hand launched gliders or other planes must never be flown or launched behind the back of any Pilots in the Pilot Area.
- e. No Pilot shall deliberately fly a model aircraft without visual contact (i.e. model aircraft flown to be kept within line of sight of the R/C pilot at all times).

6.16 Flying in the Circuit

- a. All flying should be done in the circuit as determined by the Active Runway and/or wind direction.
- b. Never use two circuits simultaneously unless discussed and approved by all Pilots present.
- c. If the wind changes direction sufficiently to require the Active Runway and circuit direction to change while flying is in progress, this can only be done, after consultation with Pilots currently flying. All other Pilots that might be affected must be informed about the changed direction and change in the Active Runway, if necessary.
- d. Park Fliers and similar slow flying models should mirror the circuit direction or fly a smaller circuit within the outside circuit.
- e. Helicopter Pilots may join the circuit if they are considered proficient to do so by the Safety Officer.
- f. It is not permitted to:
 - i. Fly in an opposite direction to other models in the circuit.
 - ii. Hover helicopters, fly Park Fliers or 3D-type models in the circuit.
- g. Aerobatic maneuvers requiring the model to fly in a path that would make the circuit unsafe should be executed "inside" the area surrounded by the circuit.
- h. Consider other pilots in the circuit, at all times.
- i. If a Pilot flies his/her model in a manner unfriendly to the circuit, any Pilot flying at the same time may point that out to him/her and request the "offending" pilot to stick to the circuit shouting "CIRCUIT" loudly and clearly to make him/her aware of his unsafe flying.

6.16 Maiden Flights

- a. If a Pilot requires a clear field for the sake of a maiden flight, other Pilots should respect this request.
- b. It is up to the Pilot to arrange a time with all Pilots present.
- c. All possible precautions should be taken to minimize the time required for the maiden flight.
- d. This time should be limited to 20 minutes.

6.17 Helicopters

- a. Helicopters are only permitted to take off from and land on the area as directed for the day by the Safety Officer or any Trustee present
- b. Helicopters are not allowed to fly in a manner that interferes with the Active Circuit.
- c. Only proficient helicopter pilots may join the circuit, provided they maintain a consistent forward speed imitative of a fixed wing aircraft's circuit. The reason for this is to minimize the speed differential between craft.

6.18 Operating FPV and UAV "Drones"

- a. An FPV – equipped model must be flown by two SAMAA Pilots utilizing a buddy box system. The pilot in command must be on the primary transmitter, maintain visual contact and be prepared to assume control in the event of a problem.
- b. The operational range of the model is limited to the pilot in command's line of sight and/or as set out in (c) below.
- c. The limit of the flight path of model operations shall be limited to the designated flying site and the approved overfly area.

- d. The FPV model weight and speed shall be limited to a maximum of 4kg. and 100 Km/h.
- d.) No UAV's "Drones" shall be flown on or launched from the Property on which **SMAA** operates from.

6.19 Competitions and Special Events

During scheduled competitions and special events, the Contest Director or Event Director is responsible for frequency control, flight control, TX control, launching and landing areas, etc. These controls remain with the CD/ED until the cessation of flying of the competition or special event.

7. ALCOHOL AND OTHER INTOXICATING SUBSTANCES

- 7.1 It is not permitted to fly or operate a model after using alcohol, recreational narcotics or medication with side effects including drowsiness and/or loss of concentration.
- 7.2 If it is suspected that a Pilot is under the influence of the above substances, the Safety Officer, the Landlord or in the absence of any of aforesaid, any other Senior Pilot on the premises may request the said Pilot not to fly.
- 7.3 Alcohol may only be consumed on the Restaurant or Brewery premises and may not be brought onto the site occupied by **SMAA**.

8. RESOLUTION OF COMPLAINTS AND DISPUTES

- 8.1 Safety is each Pilot's own responsibility. In the absence of the Academy's designated Safety Officer, the most senior Pilot present and the Landowner are considered to be Safety Officers and will enforce the rules of the Academy.
- 8.2 Any Pilot ruled to be guilty of dangerous flying (*threatening property or life*) by a Safety Officer or Instructor in terms of these rules will be grounded for the rest of the day or asked to leave the **SMAA** flying area.
- 8.3 Repeated violations of the Academy rules will result in a Pilot's continuous use of the facility be revised.

TERMINOLOGY USED IN THIS DOCUMENT

SMAA	Stellenbosch Model Aircraft Academy
SAMAA	The South African Model Aircraft Association
ICASA	The Independent Communications Authority of South Africa
Circuit	The circuit can be defined as an oval path beyond the Active Runway in which flying will be either in a clockwise or anti-clockwise direction, depending on the wind direction.
CL	Control Line
FPV	First-Person View
UAV	Unmanned Aerial Vehicle. Commonly known as "Drones"
Clubhouse	The Clubhouse constitutes the area behind the Pits area
Pits	The area between the Clubhouse and Starting Blocks

[See graphic map on page six of this rule book]

GENERAL SAFETY AND ADVICE

Pre Landing Fee paid Pilots are strongly advised against being at the facility on their own, at any time. Should the need arise, please use the following guide to your safety:

1. Advise someone that you are at the facility, i.e. family member, friend, etc.
2. Carry your cellular phone with you at all times to allow emergency calls if necessary.
3. While preparing and flying your model, be aware of what is going on around you.
4. Advise the person you told that you are at the facility, that you are leaving.
5. Pilots and visitors are urged to ensure adequate protection against sunburn.
6. In some areas of the veldt, there are numerous holes in the ground and Pilots and Visitors Should keep in mind that these could cause a sprained or broken ankle or a loss of balance if stepped into.
7. Please be cautious of snakes when walking in the veldt.

Enjoy Yourself!



