

**SHANKILL RADIO FLYING CLUB**



***SHANKILL RADIO FLYING CLUB***

***SAFETY DOCUMENT***



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# SHANKILL RADIO FLYING CLUB



## PART ONE

### FOREWORD BY THE CLUB CHAIRMAN

#### TO EACH MEMBER

This document sets out the safety policy of Shankill Radio Flying Club and specifies the means provided to achieve this policy. Our objective is to endeavour to provide a safe club for all our members and to meet our responsibilities to members of the public who may be affected by our operations. The success of the policy will depend on your co-operation. Its contents are largely self-explanatory but any necessary clarification can be sought from your Committee Members who should always be your first contact in any matters on safety of the club.

Members are encouraged to put forward suggestions for improvements to the Safety Statement. I recommend that you read the document carefully and understand your role and the overall safety arrangements within the club, and help to maintain our high standards in this area.

REMEMBER SAFETY IS NO ACCIDENT.

**Club Chairman**  
**SHANKILL RADIO FLYING CLUB**

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## PART TWO

### SAFETY POLICY

It is the clubs policy to do all that is reasonably practicable to safeguard its members against injury or other loss, arising from club activities.

Responsibility for the policy is primarily that of the committee, but all members are expected to play an effective part by acting thoughtfully and responsibly at all times and must never carelessly or knowingly do anything which could cause loss or injury to themselves or others.

The policy describes the arrangements, which exist for safety within the club.

Compliance with all aspects of the Safety Statement whilst being mandatory is also in the best interest of each and every member.

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## PART THREE

### ASSIGNMENT OF RESPONSIBILITIES

#### Committee Members

- Monitoring the effectiveness of the Safety Policy within the club
- Periodic safety inspections
- Discuss accidents at committee meetings.
- Consequently upon review of the reports the committee will take any necessary policy decisions for the correction of undesirable accident trends.
- All accidents should be reported to the safety officer by the owner(s) of the model(s) involved in the accident. ANY observed breaches of safety rules should be reported to the Safety Officer by any witnesses. THIS IS THE RESPONSIBILITY OF EACH AND EVERY MEMBER.

#### Club Members

##### **Indications of Hazards**

##### **Safety rules**

1. Members will park on the flying field in a safe place. If in doubt, a Committee member may advise. Car parking must be on an area not in conflict with the flying field strip in use.
2. Care will be taken in the pits area to avoid stepping on models. In general walk around rather than through the pits.
3. When using 35MHz equipment, a standard orange pennant with white figures indicating channel MUST ALWAYS be displayed on the aerial of ALL transmitters.

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4. If you operate 35MHz equipment, on arrival at the flying field check that there are no other users on your frequency. If sharing a frequency, advise the other party of the fact and use an adjacent pit area if at all possible. Obtain frequency peg from pegboard and place on transmitter aerial before you switch on, return it to the pegboard when you switch off.
5. All 2.4GHz transmitters **MUST** always be fitted with a yellow frequency peg and operators of 2.4GHz systems must observe frequency guidelines as if they were operating 35MHz radio systems. There will be no exception to this rule.
6. Before switching on, check again that there is no one else on your frequency. If clear, announce loudly "**CHANNEL ..... SWITCHING ON**" (this includes 2.4GHz). Switch on the transmitter. Pay attention briefly for any cries of alarm indicating a model is out of control. If such occurs, switch off the transmitter immediately and investigate.
7. When ready to approach the flying strip for take-off, with engine running, check that the strip is clear and that no flyer with a model in the air is preparing to land. If clear, approach the strip, take-off and **return to the flying line near the pits as quickly as possible**. Persons on flying line should stand in proximity to each other.
8. Model engines must be adequately silenced.
9. **UNDER NO CIRCUMSTANCES SHOULD YOU** fly over the pits area, over or behind the Sugar Loaf car park or other areas of human congregation. Low passes must be over the strip only. Do not fly towards the pits and veer away at the last moment.
10. One agreed flying strip should be used. If the wind direction changes, changing to a new strip should be agreed with all pilots present before changing.
11. Do not carry out aerobatics in the immediate vicinity of the pits or of crowds of people.
12. When preparing to land, announce loudly "**LANDING**" and move forward from the flying Line. Land and leave the landing strip as quickly as possible.

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13. If the aircraft engine stalls or BEC indicates a low battery while flying necessitating a dead stick landing, move forward from the flying line and announce loudly **“DEAD STICK”** prior to landing.
14. Never leave the model unattended with the engine running. When the engine is running, models in and around the pits must at all times be restrained to the extent that if the throttle were to be suddenly fully opened the model cannot move. Similarly helicopter rotor heads must not be released in the pits area while the engine is still running.
15. All engine adjustments should be carried out from the rear of the model.
16. Do not use damaged props.
17. Try not to have your model in the pit area exhausting into the faces of fellow modellers.
18. Flying Radio controlled model aircraft can be dangerous. Take all possible precautions to ensure safety.
19. Adequate insurance is required without exception before flying at S.R.F.C. flying field.
20. Rubbish, in any form, should not be thrown around or allowed to blow around the pits. It must be taken home with you.
21. Dogs are dangerous near model aeroplanes and are not allowed on the flying field.
22. The pits area should be at least fifteen (15) metres from the flying strip in use.
23. Not more than five (5) models may be in the air at one time.
24. It is required by law that the operation of radio transmitting equipment must be covered by a Radio Permit issued by the Department of Communications. Members must therefore ensure that the equipment that they operate is compliant with all relevant specifications.
25. Members or visitors not having passed the M.A.C.I. “A” Certificate examination **will not fly without a MACI qualified pilot to assist them.**



## **PART FOUR**

### **SAFETY CHECK LISTS**

#### **BEFORE GOING TO FLYING FIELD OR WHEN CHECKING OTHER MEMBERS MODEL ON SITE**

1. Check Rx battery pack with a loaded battery checker, if possible.
2. Check servo plugs, battery plug to Rx, battery padded/secured
3. Check Rx aerial correctly extended and in good condition
4. Check Centre of Gravity and Lateral balance
5. Sight model from front or rear to check for warps, wing alignments, etc.
6. Check clevises, pushrod connections, horns, hinges fixed securely and undamaged
7. Check correct number of wing retaining bands fitted (min. 6)
8. Check control surfaces for backlash/rigid controls rods
9. Check engine mounting bolts, silencer bolts are secure, condition of mount, prop nut and prop condition
10. Check for wing damage around edge of bandage, tail and fin are secure
11. Check control surfaces move freely
12. Check control surfaces move in their CORRECT directions
13. Carry out radio range check



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## PRE-FLIGHT CHECK LIST

1. Check flying strip is correct for wind direction.
2. Check your fuel tank is filled and sealed, if required.
3. Check your frequency is free and collect frequency peg.
4. Check new or repaired radio equipment or equipment that was involved in even the lightest accident with range check. This must be conducted with the model suitably restrained and the engine or electric motor running
5. 2.4GHz equipment requires similar range checks, know the procedure for the equipment you operate and check as if it was a 35MHz system.
6. Extend Tx. aerial and start engine at low throttle.
7. Standing behind engine, run full power, nose up to test carburettor setting.
8. Throttle back; check no aircraft in landing pattern.
9. Carry model to take off area.

## TAKE-OFF CHECK LIST

1. Re-check frequency peg and pennant are correct.
2. Check no aircraft on final approach.
3. Align model facing into wind.
4. Re-check control surface directions, standing behind model.
5. Take-off and move back to pits area.

## AFTER FLIGHT CHECKS

1. Remove model promptly from the flying area making sure engine has stopped.
2. Switch off Rx first, then Tx and return frequency peg.
3. Collapse Tx aerial.
4. Check over model for hard landing damage and wipe down.
5. Check Rx battery condition with meter if available.
6. **SIT DOWN AND RELAX UNTIL THE NEXT FLIGHT!**

*If you get into the habit of doing these checks, they become second nature, and don't take long to do so. Also, you will find that most accidents result from not carrying out one or these checks as listed above or from becoming complacent about safety!*