



SAFETY RULES

The operation of radio controlled aircraft can be dangerous if common sense is not applied and simple safety rules are ignored. The following rules for the airfield are not designed to spoil anyone's fun, but are there to ensure the safety of all persons at the airfield. These rules shall be adhered to at all times. All pilots should be safety-conscious. Any committee member who observes a pilot not complying with these rules, or who is flying in a dangerous way, may instruct the pilot to fly by the rules or otherwise to stop flying. All members should assist in controlling non-members and especially children.

1. All spectators and children must stay behind the fence or in the clubhouse at all times.
2. Pets are not allowed at the airfield
3. Helicopters should operate from the helicopter pits **when hovering** and must otherwise fly in the circuit from the pilot spot.
4. All pilots must ensure that their equipment and planes are in good condition and that the batteries are fully charged. Pre-flight checks must be made before take-off.
5. Planes must be parked along the edge of the pits area and must not block access to the pits.
6. When starting engines, pilots should consider other pilots and aircraft. The prop-wash must be away from other aircraft or equipment.
7. **No take-off from the pits is allowed, not even for helicopters.**
8. After take-off the pilot must clear the runway as soon as possible and move to the designated pilot's spot.
9. **No flying is allowed between the pilot spot and the pits area. Flying is also not allowed over the building and over the car parking area.** All flying must be to the south of the east-west runway and east of the north-south runway.
10. High speed low-fly passes must be done at least 10 meters from the designated pilot spot south or east of the runways following a "low flyby" call from the pilot. Make sure that it is safe and that no-one wants to take off or land.
11. When a pilot wants to take off or land he must loudly call "take off" or "landing" and make sure it is safe to do so. After landing he must clear the runway as soon as possible.
12. Tuning of engines on the active runway will not be allowed.
13. Dead stick landings must also be announced in a loud "dead stick" call. Dead stick landings always gets priority over all other take-offs or landings. Pilots in the pilot spot should move backwards as far as possible during a dead stick landing.
14. A member paying a day fee will be required to obey all club rules as stated above and will only be allowed to use the facility when in possession of a legal club receipt of the day membership fee.

FREQUENCY CONTROL RULES

To avoid accidents these frequency control rules must be adhered to at all times.

1. The peg-off, tag-on system is used at the airfield. In other words, on arrival at the airfield, the frequency peg must be removed from the board and clipped to the transmitter before the transmitter is switched on. The tag with the pilot's name shall replace the peg on the board. Transmitters are not to be switched on when the frequency peg is not in possession of the pilot.
2. Pilots shall take the frequency peg off the boards even if the pilot may be the only pilot at the field at the time.
3. Pegs shall remain on the transmitter when testing an aircraft, and during flight.
4. When pilots have finished flying, the peg is to be replaced in the board in the correct place so that other pilots on the same frequency can use it when available.

Please fly responsibly and always mind the safety of others and yourself!