

Code of Good Practice for all Model Aircraft Pilots

Summary

Code of Good Practice	
	
Good model aircraft pilots...	
1.	are appropriately insured and respect the legal requirements
2.	check their model aircrafts, transmitters and batteries before going to the flying location
3.	are mentally fit and in good physical condition when they go flying
4.	greet the other pilots at the flying location and take part in the briefing
5.	familiarise themselves with the flying location and local airspace restrictions as well as the surrounding area before take-off
6.	perform a check before the first flight and are prepared for emergency situations
7.	maintain a safe flying style without endangering others and do not overestimate themselves
8.	stand close to the other pilots while flying and announce manoeuvres in close proximity
9.	make other pilots and spectators aware of risks and appropriate behaviour
10.	land safely and before concentration is diminished, and act responsibly at all times
... follow these tips!	

Model pilots behave respectfully and courteously towards fellow human beings and are exemplary in their interaction with animals and plants.

Explanations/further tips

1. Registration and insurance

Good model pilots are appropriately insured for all situations, including each model aircraft and know the legal framework and requirements

- Members of the SMV/FSAM carry the Aeroclub Membercard with them at all times.
- Guest pilots must present proof of insurance.
- Large models over the legal Swiss limit of 30kg must be inspected in accordance with aviation regulations and relevant documents must be presented on demand.
- Flying is only permitted at approved locations and must comply with legal requirements.
- Protected areas must be respected at all times.

2. Condition of model aircraft and transmitter

Good model pilots come to the flying location with error-free model aircraft as well as adequately charged transmitter and flight batteries

- The rate of battery discharge is extremely high when approaching their minimum voltage. Therefore: A battery with a questionable state of charge is always to be regarded as "empty".
- Inflated or mechanically damaged LiPo batteries should no longer be used.
- Ideally, transmitter and receiver batteries should be fully charged before each day of flying. Batteries may self-discharge during storage.
- Technical problems should always be taken seriously and rectified before going to the flying location: Fluttering servos, strange noises from servos, sluggish control surfaces, "strange behaviour" in the control surfaces, cracks in important glue joints, etc. should always be investigated first and repaired at home. Ignoring problems can endanger the model aircraft and be a threat to safety.
- The heavier and faster the model aircraft is, the smaller the permissible tolerances are.
- Check the propulsion (motor, impeller and turbine suspension, propeller condition, propeller and impeller mount, etc.). Are all fail-safe settings correct? Does the motor stop if the transmitter signal is lost?
- The comprehensive check also includes the other equipment (winch, high-launch rubber, fire extinguisher, catapults, etc.).

3. Condition of the pilot

Good model pilots are mentally fit and in good physical condition when they go to the flying location

- If you have impaired concentration (illness, mental problems), you should not fly.
- After a night of partying or an extensive meal with alcohol, the ability to concentrate is limited.
- In summer, hats and sunglasses are a must.
- Those who have impaired eye sight: Get glasses or change hobby!
- Good pilots enjoy alcohol only after flying.
- Those who feel unwell or ill do not fly.

4. Behaviour at the flying location

Good model pilots greet the other pilots at the flying location and participate in briefings

- Good model aircraft pilots greet those present at the flying location.
- As a guest at a new flying site, they introduce themselves.
- On larger sites (especially slope soaring), introducing yourself to other pilots present is essential. The duty for doing so falls on the last pilot to arrive.
- If more than one pilot is flying, discuss flight behaviour or hold a briefing, including announcing take-offs and landings, flybys/figures, as well as where pilots are standing.

5. Conditions at the flying location

Good model pilots familiarise themselves with each flying location and the surroundings before take-off

- Where is the permitted flight area?
- Which areas should I avoid?
- Which obstacles should be specifically considered?
- Where do the pilots stand?
- Where can spectators or passers-by be expected?
- Which points on the horizon mark the extended runway direction?
- Where can I land without endangering others if the motor stops during flight or if I have to make an emergency landing and can no longer reach the runway safely?
- What are the wind and visibility conditions?

6. Checks before the start

Good model pilots think ahead, check the model aircraft before the first flight of the day and are prepared for emergency situations

- Before assembly, check all installations: especially the linkages and electrical plug connections, no loose

- parts, no loosened glued joints, etc.
- After assembly, check all joints and the correct alignment of control surfaces, rudders, etc.
- Is the transmitter set to the correct model and flight mode?
- Are the transmitter and receiver batteries still sufficiently charged?
- Combustion models: do you have enough fuel in the tank for another flight?
- Control and switching functions: **Does the control input of the transmitter result in the correct and anticipated instruction, including control surface movement of the model aircraft?** With cursory checks, incorrectly programmed rudders/control surfaces are often overlooked.
- Check the function of all control surfaces as well as the launch hook, tow release, undercarriage, flaps, etc. Servos must never be mechanically blocked.
- Power-up/activate the motor in a manner and direction so that a possible malfunction cannot harm persons or objects.
- Before take-off: Where do I land without endangering others if the engine stops shortly after take-off, the tow line breaks, etc.?
- What obstacles must be considered during the approach?
- Where can I safely abort if people enter the runway during final approach?
- If a model becomes difficult to control, the rule of thumb is: safety first - a model grounded in an emergency can be replaced.

7. Safety in flight

Good model pilots fly safely without endangering others or themselves

- Obstacles such as trees, buildings, hills etc. are always flown over in case of doubt. Flying "in the foreground" of an object is only safe if there is a clear and discernable difference in distance!
- When in doubt, never allow model aircraft to cross in flight - a collision is quite likely.
- If several model aircraft are in the air: Pilots stand together and communicate their intentions. Whenever possible, divide the airspace among the model aircraft. Even better: an "airspace supervisor" to help with coordination.
- Approaches should always be made in the direction of the runway. This is the only way to keep the model aircraft on the runway after touchdown without endangering bystanders and other pilots. With large gliders or particularly fast model aircraft, it is often too late to correct the approach axis in the last few metres.
- No model aircraft or persons should stand in the direction of take-off. A model aircraft swerving during the start can be very dangerous. Be careful in case of changing wind or changing the direction of take-off.

8. Security through communication

Good model pilots communicate during flight and announce manoeuvres and aerobatic figures to colleagues

- A pilot's intention is communicated loud and clear to the surrounding pilots and spectators.
- The following standard messages are the minimum:
 - **Attention: Start!**
 - **Attention: Preparing to land!** (as soon as model initiates landing approach)
 - **Attention: Landing approach!** (as soon as model is on final approach)
 - **Attention: Emergency landing! Clear runway!** (e.g. after motor failure)
- Third party conduct: the runway must be kept free for landing model aircraft.
- Model aircraft standing around at the edge of the runway cause stress, especially for less experienced pilots.
- The responsibility for a model aircraft on the ground is always borne by the person who placed it there.

9. Exemplary behaviour

Good model pilots make pilots and spectators aware of risks and correct behaviour

- Good pilots foster a culture of constructive criticism, where mistakes or wrong behaviour are discussed collegially with those involved with the aim of improving behaviour and avoiding future incidents. Accidents or incidents affect us all.
- Spectators are always welcome and should be made aware in a friendly manner of safe areas to observe the flying.
- Spectators who put themselves in danger should be reminded again in a friendly but firm manner.

10. Acting in a responsible manner

Good model pilots do not overestimate themselves and their flying skills; they land before their concentration begins to wane, they act responsibly at all times.

- Practice new aerobatic manoeuvres only at a safe distance from the runway, other pilots and spectators.
- Think about landing in good time and allow enough time for the approach. Anticipate that a first time landing may not be successful.
- If in doubt, it is better to ask an experienced colleague for help and support in advance. Do not be too proud to ask.

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