

RALLIES AND DISPLAYS

Note: This code of conduct is issued for guidance only. The Association takes no responsibility for arrangements at particular events outside its direct control.

1. GENERAL

1.1. This code has been prepared to give guidance to organisers of, and participants in, flying rallies and in public displays which include model flying as part of a demonstration or entertainment. The code will assist the organisers in meeting their direct responsibility for the safety of spectators and nearby persons and property.

1.2. The recommendations contained herein are not intended to apply to:

- (a) competitive model flying events where spectators attend in the knowledge that model aircraft will be taking part in contest flying; for these events specific safety rules are included in the appropriate MFNZ competition rule book; or
- (b) general model flying, the safety requirements for which are covered in the MFNZ Member's Handbook.

1.3. The minima stated for sites, distances maintained from spectators and competence standards required from flyers of model aircraft at rallies and displays are recommended as a result of a number of years' experience by MFNZ Officers. As there are several different types of model aircraft, they each require different facilities and site conditions for safe and effective displays. The different types will therefore be treated separately below. MFNZ Council members are available to give advice to display organisers, insurance companies, local authorities, etc., in particular cases.

2. ORGANISATION

2.1. One person should be appointed to have overall responsibility for the event. He will need to make arrangements for the following:

- (b) Creating a plan.
- (c) Site assessment.
- (d) Spectator control, or in the case of any event at which model flying is part of a large function, the siting of the model flying area with respect to spectator enclosures, car parks etc.

- (e) Planning of flying activity and briefing of flyers.
- (f) Verification of flyers competence. For R/C flying, MFNZ has introduced a proficiency scheme and this is a recommended minimum for participation in a Rally or Display. Note that all participants are bound by CAA Rules. Details of CAA Rules are in the MFNZ Member's Handbook.
- (g) Establishment of effective transmitter control and frequency monitoring.
- (h) Airworthiness and safety checking of all model aircraft and equipment to be flown in the rally/display.
- (i) Verification of MFNZ membership, which will ensure that participants have third party insurance cover.
- (j) Liaison with police and local authorities, or, in the case of model flying aspect of a wider function e.g. fetes, traction engine rallies, etc., written notification to the function organisers of any special requirements.

3. CREATING A PLAN

3.1. **The Purpose of the Event.** Most rallies are run for non competitive modellers to enjoy a weekend together. These rallies are set up to satisfy the needs of modellers rather than spectators. A display may be held to promote aeromodelling, raise funds for a project or in support of other organisations. The primary purpose should be kept in mind as the event is planned.

3.2 **Setting Objectives.** The organiser must determine what he wants to achieve by running the display or rally and so set his objectives. These may include:

- Profit
- Publicity for aeromodelling
- Member drive
- Provide a Fly-in for the benefit of the modellers

3.3 **Financial Plan.** Having decided on the objectives it is now necessary to create a financial plan to achieve those objectives. The plan must be realistic and not over estimate income. If no previous experience is available to go by start small and build up. The financial plan should consider:

- (a) Income
 - Gate takings
 - Sponsorship
 - Donations

- (b) Expenditure
- Prizes
 - Hire of grounds
 - Hire of toilets
 - Hire of public address system
 - Gatekeeper's fees
 - Hire of tent for radio transmitter pound
 - Hire or purchase any other equipment

3.4 Sponsorship. Sponsorship for a rally can make or break the event. It is necessary to ensure you have something to offer a potential sponsor before making an approach. Make a list of what you can offer a sponsor and what you want in return. After coming to an agreement with the sponsor review the agreement to ensure both sides are getting a fair deal. Then put the agreement in writing and send it to the sponsor. This may help to eliminate any disagreement later.

3.5 Organisation. The organiser should himself preferably be an experienced flyer of the type(s) of model aircraft being used at the rally/display, but in any case must be thoroughly familiar with the operating characteristics of the aircraft taking part. He is responsible for the postponing or canceling all or part of the display in case of adverse circumstances likely to cause a hazard to safety. It is also his responsibility to ensure that minimum nuisance is caused, and that no unauthorised flying takes place. A person should be delegated to look after each of these aspects :

- Overall Controller
- Flight Control Officer
- Models inspection
- Food
- Compeer
- Grounds persons/Pit Marshall
- Safety Officer
- Frequency control
- Parking attendant

4. SITE ASSESSMENT

4.1. **Control Line.** The flying area should be substantially flat. The aircraft are tethered and fly in a circular path; the minimum radius of the area required is the maximum control-line length to be used during the display (usually 20 metres), plus 10 metres. A 3 metre diameter circle should be marked in the centre of the flying area (emulsion paint is recommended for this purpose), and pilots should ensure that they do not leave this circle while flying. Under no circumstances should the boundary of the flying area be less than 50 metres from any overhead cables or masts supporting such cables.

4.2 **Radio Control.** The ideal minimum area for take-off and landing is 100 x 40 metres, with the 100 metre direction substantially parallel to the prevailing wind direction. An alternative "crosswind" strip should also be prepared. To the up-wind and downwind sides of this area there should be no spectators, parked or moving vehicles, or other obstructions within 150 metres of the boundaries of the take-off and landing area. Specific attention shall be paid to the possibility of turbulence caused by nearby tall buildings, trees, marquees, etc. The site should be positioned so that all flying can take place without car parks and spectator areas being over flown. All events within controlled airspace, within 4km of an aerodrome or where flight of over 400 feet above ground is anticipated, must have the appropriate CAA clearance (see MFNZ Member's Handbook). NOTAM or Danger Area applications must be processed well in advance of the event.

5. SPECTATOR AND CAR PARKING AREAS

5.1. **Control Line.** Spectators are to be behind stout rope barriers or similar restraints surrounding the flying area, and sufficient marshals should be available to control them.

5.2. **Radio Control.** Spectators are to be behind a rope or other barrier located parallel to the take-off and landing direction. They should thus be on only one side of the flying area for radio-controlled aircraft. If the distance between the parallel spectator areas is at least 300 metres there may be two areas, one each side of the display axis, in which spectators are retained. In no circumstances should take-off or landing be performed towards or over spectator or car park areas.

6. SAFETY AND CONTROL REQUIREMENTS

6.1. Control-line Models, control-lines, handle and safety straps shall be subjected to the pull test specified for the type of aircraft in the MFNZ contest rule book before each flight, and visually examined for damage. All helpers in the control-line flying area shall wear safety helmets.

6.2. Before a model can fly it should be inspected. As a minimum, the inspection should be in accordance with the MFNZ Member's Handbook and if there is any doubt over

model safety it is to be grounded for the event. All models passing inspection should have an indicator (unique sticker) attached to the model. For small models this inspection can take place at a central location but for large models it should be done in the pits where the model is located. It is recommended that the owner/pilot should sign a declaration to the effect that the model is in a safe condition.

6.3. A maximum of five R/C models should be in the air at any time. This should be monitored by the Flight Control Officer on the flight line at all times. No one should fly without his permission.

6.4. Circuit flying must be enforced unless the Flight Control Officer has given permission for a specialised demonstrations or individual aerobatics.

6.5. If any full size flying is to occur on the same site the safety officer must be in touch, preferably by radio, with the controller of the full size aircraft operating out of the aerodrome.

6.6. All flyers should stand within voice range of each other preferably in a marked pilot's box approx. 10 metres by 6 metres.

6.7. A simple set of safety rules needs to be produced, but even a simple set of rules may not be read immediately by everyone, so a pilot's briefing should be held each day of a meeting.

6.8. All control functions shall be checked before each flight with the engine at full throttle and also stopped. All power-driven aircraft flown at displays shall have throttle or R/C engine cut-out control. Particular attention shall be paid to the state of both transmitter and receiver batteries; if dry batteries are used they shall be fresh at the start of each display. If rechargeable they shall be fully charged at the start of the display.

6.9. No flying will take place if the surface wind speed exceeds 25 knots, or if the visibility is less than 500 metres.

6.10. No aircraft should be flown within 30 metres of spectators and no turn should terminate with the aircraft on a heading towards the spectator enclosure. Wherever possible the pilot shall position himself so as to be between the spectators and the model.

6.11. No aircraft that suffers heavy landing shall be flown again until declared safe without reservation by the person responsible for the Safety Officer.

6.12. **Frequency Control.** Every transmitter when not in use must be stored in the transmitter pound. The standard MFNZ Frequency control system should be enforced. i.e., When the Tx is not in use, a personal (with name of pilot on it) peg is attached to the transmitter. To fly you can remove your peg from the transmitter and put on the peg board in place of the channel peg which is attached to your transmitter.

6.12.1. At least one frequency monitor should be operated throughout the display and for half an hour before flying commences. Monitors are available through the MFNZ Council Area Representatives. The number of frequencies in use must be limited to the recommended MFNZ list. At the planning stage, enquiries should be made to ascertain whether any hospitals, industrial complexes, military or public service establishments in the vicinity may use radio equipment or any other electronic or electro-mechanical devices likely to cause interference on the radio frequencies to be used during the display. If there is felt to be any risk of this, then no

flying on those frequencies may take place. If any radio interference is suspected during flying all models shall be landed immediately and no further flying may take place until the interference source is identified and eliminated. Strict control of transmitters shall be enforced: the peg-board system for identification is mandatory.

7. GENERAL

7.1. It is important that a written description of arrangements for the model flying programme be circulated in advance to all people running the display or rally. This should be reinforced and, if necessary, updated by a further oral briefing on the day of the display.

