

SAA Safety Code and Achievement Scheme

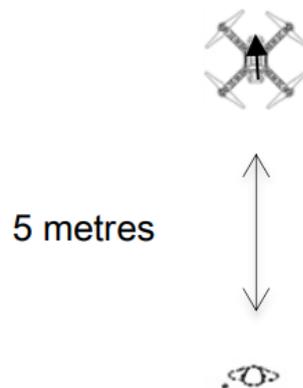
MULTIROTOR R/C TEST SCHEDULE: - COMPETENCY

TEST PRE FLIGHT PROCEDURE :

On arriving at the field make sure you are aware of any flying restrictions and that you understand and comply with the frequency control system in operation. If the equipment has the facility, a range check should be carried out before your first flight of the day (if a pilot is using 35 MHz this should be completed with the transmitter aerial retracted) at a distance of 20-30 metres. Before starting the Multi Rotor an inspection of moving parts and linkages should be carried out to ensure the model is safe to fly. Electric motor packs and Receiver packs (If fitted) should be checked prior to each flight. Ensure that all transmitter switches are in the correct position to prevent the possibility of the engine being started on idle-up. If an electronic safety switch is fitted to the model ensure that it is in the correct position. All manoeuvres are carried out in manual or ATTI mode. (No GPS or auto pilot) The Multi Rotor should be placed in the centre of the testing area and the pilot return 5 metres to the pilot stance before the motors are started.

STATIONARY HOVER (TAIL IN) :

With the Multi Rotor positioned in the centre with the tail facing towards the pilot the Multi Rotor should lift off vertically until the skids are at eye level. The Multi Rotor position is maintained for 20 seconds. The Multi Rotor then descends smoothly and vertically to its original position in the centre.

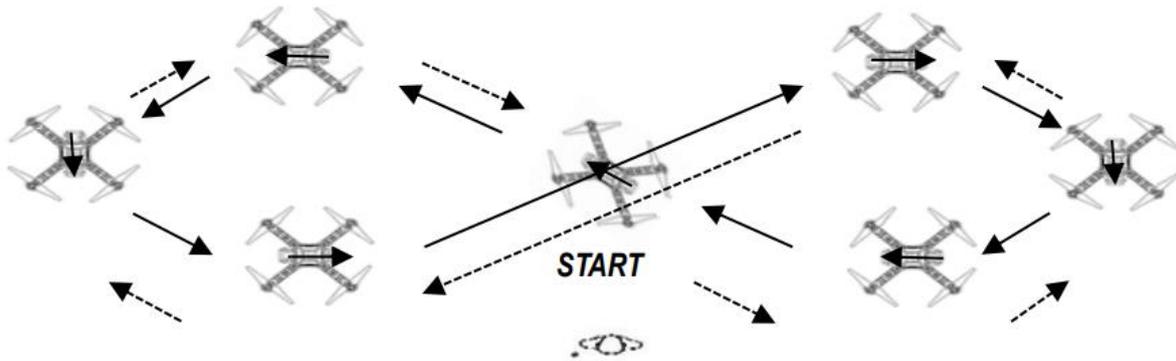


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LAZY 8 'S :

The Multi rotor is positioned in the centre circle facing away from the pilot. The Multi rotor lifts off vertically until the skids are at eye level, pauses and then rotates 90 degrees before starting the lazy eight (The pilot may choose which way to turn for the first manoeuvre). The Multi rotor should fly steadily and smoothly with turns making use of yaw (direction), pitch (speed) and roll (position) controls correctly. The Multi rotor flies slowly forward for a distance of approximately 20 metres, then makes a turn of approximately 200 degrees away from the pilot and flies for approximately 40 metres in the opposite direction. The Multi rotor once again turns through approximately 200 degrees away from the pilot and flies approximately 20 metres to the centre of the box. Rotate 180 degrees and executes the same manoeuvre in the opposite direction ending with a hover at eye level above the centre of the circle.

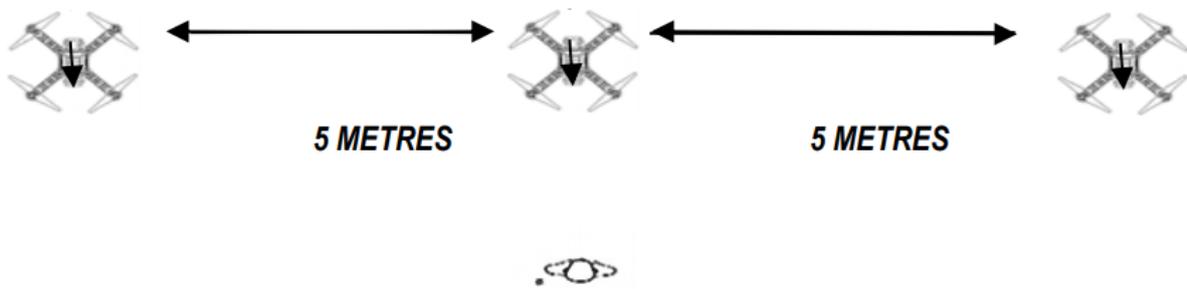


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NOSE-IN HOVERING:

The Multi rotor is positioned in the centre with the Multi rotor facing the pilot. The Multi rotor lifts off vertically until the skids are at eye-level hovers for 2 seconds then slowly hovers sideways to the left for 5 metres until it is above the left marker then hovers for 5 seconds. The Multi rotor pauses then travels horizontally across the box for 10 metres stopping above the right marker then hovers for 5 seconds. Then the Multi rotor hovers back to the centre before descending to land on the centre point.



SAA SAFETY CODE QUESTIONS:

The pilot is asked to satisfactorily answer a minimum of 3 questions on the SAA Safety Code.

End.