



*Affiliated to the British Model Flying Association  
Club No. 561*

## **HELICOPTER - General Safety**

1. Never fly or run up a model helicopter:
  - in, near or directly towards the pits area or close to any spectators
  - if the helicopter has metal rotor blades
  - if the model has knife sharp leading edges on main or tail rotor blades
  - if the rotor blades are damaged or out of balance. Wooden rotor blades should be reinforced at the root with hardwood, glass-fibre or other suitable material.
2. Radio equipment must be proofed against shock and vibration.
3. Never fly a model in the presence of spectators or at a competition until properly tested and proven airworthy.
4. Prior maintenance checks must be carried out as set out in maintenance safety checklist BEFORE flight.
5. No model greater than 7kg without fuel is permitted to fly at the site.
6. The fail-safe device fitted must, as a minimum bring the engine to idle speed.
7. Be vigilant of effects of vibration on the airframe and radio installation. Check linkages regularly - any suspect linkages must be renewed.

## **Rotor Blade Safety**

The 5 basic causes of rotor blade failure are:

- a. Design/manufacture fault
- b. Incorrect assembly
- c. Incorrect repairs
- d. Unnoticed accident damage
- e. Ageing and weathering

Blades left in a car on a hot day can suffer from softening of the resin, this, combined with an expansion of the foam filler can make blades unsafe.

If you are at all concerned over the condition of your rotor blades do not hesitate to discard them.