

IVC MAC Control Line Code

1. This safety code must be read and understood by all Control line pilots before they are allowed to fly a CL model.
2. Any Control Line model flown on the IVC Flying Fields must be safe and sufficiently well built to be suitable for purpose. If in doubt check with an experienced CL flyer. Remember, the pilot is responsible for the safety of the flight.
3. Any model fitted with an I.C. Engine must use an efficient silencer. I.C. powered models must not be flown after 9pm.
4. Any make or design of CL handle may be employed, but it must be in good condition and fitted with a working wrist strap. A wrist strap must be worn for all flights.
5. Control Lines for models of 1.00cc or above must be made of steel (stranded or solid). They must be in good condition and be of a suitable diameter. They must also be free from kinks or knots and subjected to a regular pull test of 5 times the model's all up weight. Line ends must be examined for wear on a regular basis. Note: A club Pull Test gauge is available.
6. Line connectors must be of an approved type. Swivels (e.g. fishing swivels) and circular split rings are not to be used under any circumstances (BMFA rules).
7. It is strongly advised that finger protection is employed whilst hand starting I.C. engines (either 'Chicken Finger' or stick).
8. Electric CL models above 0.5 kg A.U.W. must have an 'Arming Socket' fitted, to which an Arming Plug is inserted to complete the battery circuit. The Arming Plug must remain disconnected at all times, unless the Control Line handle is in the pilot's hand or the model is restrained.
9. All models (including electric models) must be restrained by a helper or a stooge prior to launch. On electric models the helper should remove the arming Plug before the Pilot releases the handle after landing.
10. On Friday evenings at Impington, the helper should monitor the flight to ensure that no one enters the control line circle.
11. On Friday evenings at Impington, CL flyers should inform the RC pilots before crossing the RC landing and take off area enroute to the CL pits.
12. No CL flying is to take place if there are people playing football in the vicinity. At Impington on Friday evenings, they are to be asked to move to the far NW corner of the field