

PROPOSED SAFETY SECTION – BILL ZUBER

PREFACE

The position of "National Safety Director" will be appointed by the IMPBA President with the Executive Board's approval.

The National Safety Director's role will be to advise the Executive Board on matters that pertain to safety. These duties will include a follow up on reported accidents or near accidents and provide recommendations to prevent another occurrence. Posting to this position will be either the outgoing past president or by executive board appointment. The term of office will be for four years. Voting rights shall be as described in the Constitution, Article V (Officers & Executive Board), Sections 1, 2 and 3.

The IMPBA insurance coverage is good at sanctioned and club races. **IMPBA** insurance does cover boaters during open water and practice sessions, as long as you are following the safety procedures outlined through the **IMPBA**, and such events take place on an **IMPBA** insured body of water only.

No **IMPBA** events shall be sanctioned or approved unless **IMPBA** insurance is in effect. (See section E, **IMPBA** Procedures, Sanctions and Insurance).

CODE OF CONDUCT

General

All **IMPBA** members and /or contestants are responsible to conduct themselves in a manner consistent with the concept of good sportsmanship; to wit, a person who plays fair and conducts him/herself in an acceptable fashion while participation in **IMPBA** events. The use of alcohol or illegal substance and/or the abuse of prescription drugs while participating in an **IMPBA** race or sanctioned event is considered unacceptable conduct.

Conduct

If, during an event sponsored by this Association, it is determined by the member in charge of said event that a contestant's conduct falls below the acceptable standards as set forth in these rules, that contestant is subject to immediate disqualification from the event and is further subject to a suspension of all racing privileges for a period of 30 days or more. The Director of the event is required to immediately inform the **IMPBA** President in writing of the action taken.

SAFE BOAT OPERATING PROCEDURES

The International Motor Power Boat Association wishes to help you operate your R/C boat in a safe manner. We know you will enjoy your boat operation much more by following these operating procedures. By following these procedures, you will protect anyone who may be watching you run your boat and also protect your boat from damage.

REMEMBER: SAFE BOATING IS NO ACCIDENT!

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SITE RULES

Adequate provision shall be made for the safety of the contestants and spectators.

Each club should have a Safety Officer who will inspect the pond prior to Open Water, or the start of the race, to ensure that all IMPBA rules are in effect and adequate protection in place. This inspection should include a written check list as outlined in the Club Procedures. Contest Directors must check with the Safety Officer to be sure that the inspection is complete before starting the event. The club Safety Officer may provide a technical inspection prior to an event, and deny running privileges to any boat not considered safe.

No person may operate or assist in the operation of a model power boat, or enter the pit area, or operate a retrieve boat at any IMPBA sanctioned event on an IMPBA insured pond, and be covered by insurance, unless he is a current paid IMPBA member. Race officials, contestants, and their assistants should be the only ones allowed in the pit area.

Spectators shall be kept out of the water and a minimum of 20 feet from any operating boat. The spectator area should be back 20 feet from the shoreline, and signs posted: "No Spectators beyond This Point."

The pit area shall be roped or fenced and kept clear of spectators. An effort should also be made to protect boaters in the pit area by using netting or a raised launch area. SAFETY NETTING should be placed on all sides of the pond exposed directly to spectators and contestants. Safety nets should be inspected prior to the race for tears and dry rot. Net supports should be spaced no more than 10 feet apart. Any area that is not covered by safety nets must be kept free of all people and animals during the event with signs and/or ropes or barriers of some kind. The plastic orange construction netting is NOT recommended. The recommended netting is; <http://www.seamar.com/nets/squaremesh.html>

No person shall be permitted in the water without expressed permission of the Contest Director.

Transmitters shall be impounded upon arrival at a contest site from all competitors in the pit areas. The impound area shall be furnished by sponsoring club and shall be properly shaded and provide adequate protection.

Alcoholic beverages will be prohibited in the Pit area and on the CD/Drivers' stand.

An OSHA-approved first aid kit should be standard equipment at all races.

Any club offering a concession stand should ask for insurance certificates from the concessionaire.

Frequency flags as approved by FCC are mandatory at all times to be displayed on the transmitters.

There will be no model boats running on the pond while the pickup boat is working. The pickup boat may not go out as long as any model boats are running.

Coast Guard approved life vests and/or personal floatation devices (PFD) should be worn, or at least available, in the pickup boat. Children in the retrieve boat under 16 years of age must wear U.S.C.G. approved PFD.

"NO SWIMMING" signs should be posted in conspicuous places on all sides of the pond.

Any tent, dining fly, canopy, or similar device must have in-ground anchors.

All steps and driver stands floors shall have a reasonably slip-resistant surface. Driver stands should also have hand rails on all sides. Steps should be OSHA-approved angle of stairway rise.

Temporary structures, such as drivers' stands/scaffolding or bleachers, are not covered by IMPBA insurance.

An area shall be roped off from spectators and other racers to use as an engine test area.

Fire extinguishers must be located in the pit area and engine test areas as well.

No smoking is allowed in the pit area at any time.

The proper contest officials will control the use of transmitters for checking operations.

The club safety officer may provide technical inspection to the boats prior to an event, and deny running privileges to any boat not considered safe.

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SAFE OPERATIONS RULES

Whenever running a boat, whether during a race or practicing, there must be a spotter for each driver to watch for any unsafe conditions which should arise around the pond.

Anyone in the pit area **MUST** wear shoes. (Sandals or open-toed shoes of any kind are **NOT** acceptable.)

All inboard Hydros should have throwing handles.

No plastic or composite props will be used except for Working Scale Electric, and RTR/ABS production type boats.

The method of propulsion shall be the type that functions by contact with the water. Inertia-reaction devices such as rockets, jets, or air props are prohibited, as main source of propulsion.

Boat stands should have prop guards.

The transmitter on/off switch shall be positioned in such a manner as to prevent its accidental shut off if bumped either during launching, handling, or racing.

All transmitters will be identified by the owner's name and address thereon.

The model boat radio on/off switch shall be positioned in such a manner as to prevent its accidental shut off if bumped either during launching, handling or racing on all boats.

NEVER bring boat back to pit area straight in--always run parallel to shore while slowing it down.

Pick up your frequency tag from the tag board. **YOU MUST HAVE A SURFACE MODEL FREQUENCY RADIO.** If the tag that you need is not on the board, it means that someone else is operating a boat on the same frequency as you. **DO NOT PICK UP YOUR RADIO AND TURN IT ON!**

A positive engine throttle control, or speed control on electric boats, will be required of all boats entered in racing or record trials.

Boats will be checked to see each has an antenna before the race is started.

Boat antennas should have a protective cap to prevent eye injuries.

After you have the tag/flag for your frequency, you may pick up your radio from the radio impound.

Check operation of the radio, check battery, check range. Does both rudder and throttle operate? Does the throttle close the carburetor completely? It's more important to be able to stop the engine than to have full throttle. When the stick (wheel) is moved to the right, does the rudder move to turn the boat to the right? When the stick (wheel) is moved to the left, does the rudder move to turn the boat to the left? When all tests are completed and everything is working properly, you are ready to start your engine.

Start your boat and **WALK TO THE LAUNCH SITE.**

Launch your boat and bring it up to speed (on plane).

You must be able to drive a straight course on the straight-a-ways and turn around the outside of the turn buoys.

When returning to the pits, after a run, make sure you are able to stop the boat without running into the shore. Bring the boat in parallel with the shore. **NEVER** bring it straight in.

Place the boat back on its stand. Turn off the boat receiver, and then turn off the transmitter.

Return the transmitter to the impound area. **MAKE SURE THE TRANSMITTER IS OFF** when setting it down. Return the frequency tag to the board. When the boats are running, you will not be able to hear what your boat is doing. You must become aware that you now only have your sense of sight to control your boat. Your pit man is an important part of your boat's operation. He is your second set of eyes and will be talking to you about what is ahead on the race course. Become accustomed to someone talking to you while you are operating your boat.

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Control Infractions

Should a boat show erratic, random or other behavior indicating possible control problems, a contest official will warn the driver. Should the behavior continue, the boat would be ordered off the course and given points for a "Did Not Finish"? After a boat has been ordered off the course for erratic operating, the driver must demonstrate to the contest officials that the problem has been repaired before he can race in the next heat. The contest officials may require the driver to demonstrate the controllability of the boat.

Special Safety Rules

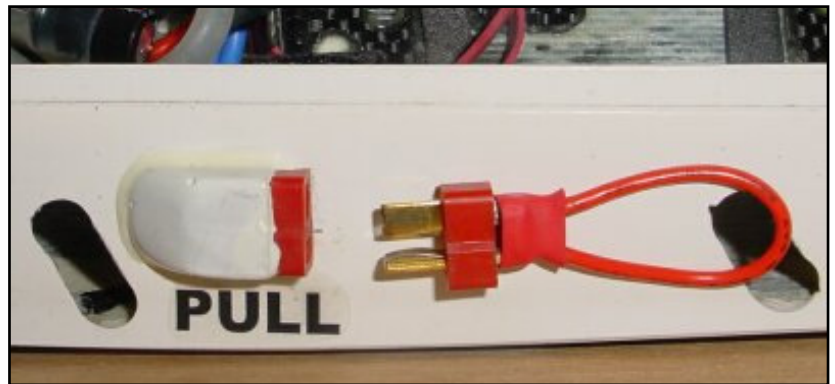
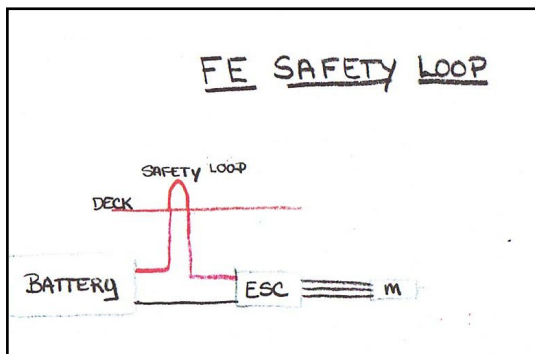
Fast Electric powered models

All fast electric powered model boats are recommended to have an Electrical Disconnect Circuit(s) (EDC) (see diagrams and pictured examples). The EDC(s) should have a lanyard attaching it to the model boat if required the EDC should also be located on the left hand side of the model if at all possible. EDC(s) should be designed to physically prevent the transmission of all electrical energy to the motor(s). Boats using the 2p setup may use 2 (two) EDCs, in order to keep the entire load from one EDC circuit. The use of the EDC(s) device is to allow persons in retrieve boats to activate the EDC(s) to ensure the electrical energy to the motor(s) is/are interrupted.

It is recommended that a radio failsafe be used in all models. The radio failsafe should be set to shut the electronic speed control (ESC) voltage down when a signal is lost or weak.

As a general safety practice while FE boats are in the pit area the EDC(s) should also be activated to ensure an increased safety margin for all.

All electric models must be handled as if the motor is running. Retrieve boat operators will be reminded that when picking up dead boats to keep themselves clear of the propeller(s) on the model and to keep the propeller(s) clear of any obstructions in the retrieve boat.



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FUEL/GASOLINE POWERED MODELS

The use of Tetra Nitro Methane or Hydrazine is illegal in all phases of model boating controlled by **IMPBA**. Any member found using these would be banned from **IMPBA** for one year. In addition, he will have to reimburse to **IMPBA** the entire fuel analyzing costs prior to being allowed to rejoin this organization.

The engine must use a spark plug type ignition. No glow plug or compression induced combustion allowed. All engines must have a positive off-on switch, or in lieu of this switch, the primary ignition lead must be removed from the spark plug except when in the pits, out of the spectator area, or in preparation for racing.

It is recommended that a radio failsafe be used in all models. The radio failsafe should be set to close the throttle when a signal is lost or weak.

ACCIDENT REPORTING PROCEDURES

All accidents must be reported to the club's Safety Officer. In the event of an accident, the Club Safety Officer will write his opinion on the accident, and forward it to the IMPBA Safety Director as soon as possible. Pictures of what caused the accident and the location where the accident occurred if possible and a method of preventing a reoccurrence of the accident should also be submitted to the IMPBA Safety Officer for review by the IMPBA Board.

IMPBA Accident and Injury forms will be kept at the race site at all times. If there should be an accident, it will be recorded on these forms and sent to the National Safety Director as soon as possible. The forms will be a prerequisite to payment of claims.

