



FIELD RULES and REGULATIONS

Revised May 15, 2007

THE MAIN OBJECTIVE OF THESE RULES IS TO PROVIDE
FOR SAFE AND ENJOYABLE FLYING.

IT SHOULD BE NOTED THAT COMMON SENSE AND COURTESY
ARE THE PRIMARY INGREDIENTS OF SAFETY.

The Field Safety Officer, **as well as all members**, has the authority and responsibility to make sure that all members and guests abide by these rules and regulations.

Section A

General Rules

1. All club members and member guests must abide by the safety code of the AMA in the absence of rules and regulations not stated in this article.
2. Individual members will be held responsible for the actions, safety and well being of their guests at the flying field.
3. Pets will be permitted at the field with an area for their space, which will be west of the parking lot in the grassy area by the storage shed. Pets must be tethered by a leash or rope and can be fastened to ground by a securing device, or held by hand. Pets are no longer to roam free as they had in the past. Pets will be under owners control at all times. Upon leaving clean up after your pet. No Exceptions.
4. All members have the authority to direct any casual visitor, or any guest on club property, to insure their safety and well being, or to prevent damage to other club member's property.
5. No member or guest may operate or fly his aircraft in such a manner as to endanger himself, other members, visitors, or personal property.
6. Members may bring guests to the field to experience R/C flying three (3) times provided the guests is a current AMA member. Special exceptions or considerations for guests from other areas may be approved by any club officer. **The member sponsoring the guest must be present when the guest is flying.**
7. Spectators shall not be permitted in the pit, pilot, or flying areas, **unless specifically invited by a club member. The club member is responsible for the spectator.**
8. Members under 16 years of age must be accompanied by an adult.
9. The last member leaving the field shall insure that the gate is closed, and locked.
10. Clean up after yourself. This includes: used rubber bands, broken propellers, rags, cans, cigarette butts, etc. Please be proud of your field. Trash makes the field look bad for everyone. We have a rubbish barrel, **use it.**

Section B
Flying Rules

Right of way shall be given to full scale aircraft at all times, no exceptions!

1. All 2-cycle internal combustion engines of .09 cu. in. displacement and larger, and all 4-cycle internal combustion engines of .45 cu. in. displacement or larger, must be equipped with an effective muffler before it can be flown on club property or participate in other flying activities sponsored by the club.
2. Pilots must display a number placard for frequency identification on their antenna. (to conform to AMA recommended frequency identification system, Section 2) Before turning on any transmitter, the pilot will attach his club card, or AMA card, to the black side of the metal tag on the frequency board of the appropriate channel. He shall then remove the frequency pin, and turn tag so that the **red "IN USE"** side shows. The metal tag stays on the frequency board. **Pilot must have frequency pin in his possession before turning on transmitter.** When done flying, turn tag so black side shows, return frequency pin, and remove club card. For the new DSM2 Spektrum 2.4ghz radio systems, you will have a special tag to indicate to other pilots that you are using this system.
 - 2.a If a frequency pin is missing, after making a reasonable effort to locate it, a duplicate pin will be made and marked "duplicate" by an officer of the club, and frequency tag will be marked "duplicate pin in use". If the original pin returns, the duplicate will be destroyed. (During the time that the pin is missing a verbal check with the pilots present, and your club card on the board will be used for frequency control).
3. Pilots should enter the field flying areas only to retrieve stalled or crashed aircraft. Pilots shall announce their intentions before entering the field. Retrieval of stalled or crashed aircraft have field priority, except for aircraft that require emergency landing. No restarts shall be permitted on the flying field. **NOTE:** An exemption may be made to this rule during fun-flies, or other special events, when it is agreed upon by all pilots present.
4. Any aircraft landing without power shall be granted field priority as soon as the pilot announces his intentions.
5. Flying west of the flight line is prohibited. (flight line will be considered the length of the mowed runway.)
6. Flying over pits, pilot areas, and the parking areas is prohibited.
7. Pit areas and pilot-flying areas shall be shown on the map (exhibit A). The pilot areas each will be approximately 15 ft. wide. In general, north-south flying should be east of the flight line on the map. Pilots shall use the pit area to set up field boxes and aircraft. There shall be no unrestrained taxiing or take-offs from the pit or pilot areas. Pilots shall fly aircraft from within designated flying areas. (barricades) Pilots who need to stand behind their planes during take-off, must announce their intentions to enter the runway area. When the field is clear of other planes, they may take their plane out on the runway, take off, and immediately return to the pilot flying area.
8. All members must fly with a designated instructor until "Level A" proficiency is demonstrated. "Level A" proficiency is the ability to perform the following:
 - a. Take-off.
 - b. Procedure turn.
 - c. Fly once around the field making 90 degree turns.
 - d. Procedure turn in opposite direction.
 - e. Fly once around the field making 90 degree turns in the opposite direction.
 - f. Make a safe landing on the field.All of the above shall be demonstrated at the same session before two (2) designated members appointed by the instructor.
9. Any member consistently violating the "Field Rules and Regulations" may be subject to suspension of field privileges, or suspension of membership, as determined by the majority vote of members present at a regularly scheduled meeting. The offending party shall be notified by club officers prior to said meeting that disciplinary action is contemplated.

10. Flying at the field on Sundays and holidays will be restricted to no earlier than 10:00 a.m. Weekday flying at the field will be restricted to no earlier than 8:30 a.m.

Helicopter Supplement

1. All AMA and LC/RC air-worthiness rules apply (i.e. aircraft maintenance and frequency control).
2. There will be no hovering in any pit or parking area.
3. There shall be no hovering from or to other areas. No hovering from helipad area to flight line, you must land the helicopter in the hovering area, and carry it to flight line, same goes for hovering from flight line to helipad. However, it is permitted to start your helicopter in the pit areas on the main field and carry it to the helipad.
4. Flying in the helipad area shall be hovering maneuvers only.
5. The helicopter must be contained within the mowed area of the helipad and at an altitude not to exceed approximately 10 feet.
6. There will be no fast forward flight in the helipad area.
7. There shall be no sustained hovering on the main field.
8. All rules and procedures that apply to the airplanes shall also apply to helicopters when operating on the main field.
9. Helicopter pilots must pass a proficiency test, before being allowed to fly over the main field, when other models are in the air. This proficiency test will consist of bringing the helicopter to a stabilized hover tail in, hovering left side, and hovering right side. Then, after transitioning to forward flight, fly a figure eight that is approximately the length of the runway, return to a hover in front of the pilot and set back down on the skids.

Section C

Safety Recommendations

1. Models should be properly restrained while starting.
2. Don't start or adjust your engines with your body in the arc of the propeller.
3. No prolonged engine running, or break-in in the pit area. It is a distraction to people in the air who can't hear their engines running. Please have some concern for possible damage to your neighbor's hearing.
4. Don't fly alone.
5. No cell phones in the pilot area.
6. All high speed passes should be east of the runway centerline.
7. All flyers should keep pilots informed of the runway condition so that they don't have to take their eyes off of their aircraft. Call out your takeoffs, touch and goes, and landings so that other pilots are aware of your intentions. **Remember - dead stick landings have priority over all other landings and takeoffs. If you are on final approach and someone calls out for a dead stick landing, call a go around and get out of the way.**

Section D

Common Courtesy

Greet and welcome visitors who may come to this site. Nothing is more discouraging to a potential member, or a visiting flyer, than to be ignored when they come to our field. Think about how you would feel!

This is a family oriented club. Please refrain from the use of vulgar or profane language and offensive remarks.

