

## TRI-AREA RC FLYERS FIELD RULES

*The following field rules and safety regulations are in addition to the AMA Safety Code and the field safety regulations posted at the field.*

### General

1. For insurance and safety reasons, a current AMA card or proof of application is required to fly at this field. Your AMA card must be inserted into the correct frequency slot BEFORE turning on your transmitter. Any person turning on a transmitter without his AMA card in the correct frequency slot which results in the loss of an airplane is responsible for replacing the model.
2. To reduce the annoyance to our neighbors due to noise, engines (gas and glow) shall not be run before 9:00am, and all engines except 1/2A must have an effective muffler. Electric models are exempt from this rule and may be flown before 9:00am.
3. All club members who are qualified pilots are also considered to be safety officers, and are expected to help ensure that club and AMA safety rules are adhered to. Anyone who observes improper safety practices, excessive noise, or not respecting no-fly zones shall make their concerns known to that person as soon as practical.
4. Pilots and their assistants are not allowed to consume drugs or alcohol at the flying site.
5. Per the club By-Laws, guest pilots must have a current AMA membership, use legal radio equipment, and be hosted and accompanied by a club member. Guests must be logged in the Guest Log by their hosts and are restricted to three (3) flying days per year. Other guest arrangements can be made with approval of two club officers.
6. Please help keep our field clean. Remove all trash and crash debris, and return airplane stands to the upended position to reduce bird droppings. The last member leaving the area is responsible for policing the area and locking the shed.

### Pilot Qualifications

7. All unqualified pilots shall be assisted by an instructor. No pilots shall fly solo until they have passed the qualification flight test.
8. New members who are experienced flyers must also be qualified by a club instructor before flying.
9. The qualification flight shall consist of a single solo flight that performs the flight maneuvers prescribed. The qualifying instructor must observe the entire flight

### Pit Operations

10. To prevent ground contamination while fueling, use a container to catch fuel overflow.
11. Aircraft restraints are provided at most pit positions; their use or any other effective method of restraint is required before starting the engine.

12. You must have physical control of your aircraft when moving inside the pit area. Our taxiway begins at the exit from the pit area, and taxiing is permitted only outside the pit area.

Flight Operations (see *Site Layout Diagram* and *Flight Boundaries Diagram*)

13. The Safety Line is defined as the far edge of the taxiway, or 15 feet beyond the fenced pit area parallel to the runway. All flying is to be done beyond this line. Flying over the pit area, parking area, or the neighbors' buildings is not permitted. Also, please observe the NO FLY ZONES beyond the fences at the South and West field boundaries, as shown on the Flight Boundaries Diagram.

14. Aerobatics and low passes, except for take off and landing, shall be performed at least 10 feet from the Safety Line, or 25 feet from the pilot stations inside the fenced area.

15. For safety and better communications, all pilots should fly from inside the safety barrier.

16. All members have the option to fly alone, one airplane at a time, in cooperation with other flyers.

17. First flight of a new or major repaired airplane shall be done alone until it is determined to be safe.

18. **Communications:** When more than one person is flying, communication between pilots on the flight line is very important. Each pilot must announce his/her intention, and receive confirmation/clearance from the other pilots on the flight line, to perform the following actions:

- a. Takeoff
- b. Landing
- c. Going out onto the field (to retrieve airplane, etc.)

In case of an emergency, such as dead stick, control problems, or radio interference, the pilot should alert everyone present as soon as he is aware of it by shouting an appropriate warning, such as **DANGER! LOOK OUT! DUCK!** or similar words.

Retrieving Downed Models from Crop Lands

19. In order to minimize the trampling of crops, if your airplane goes down in tall growth immediately take a bearing of the location. If possible, enlist the aid of another person as a "pointer" to continually point in the direction of the airplane and verbally direct you to keep you on target as you walk out.

20. If your aircraft goes down on neighboring property (not belonging to our landlord), contact the owner for permission before proceeding onto their property. (Refer to field map for property boundaries and owner contact information.)

21. Do not leave any aircraft debris behind.

**Penalties for gross violations of the Field Rules will be determined by the Club membership at the next scheduled meeting.**