

MILLINGTON BARNSTORMERS R/C CLUB FIELD RULES

IN ORDER TO ASSURE SAFE AND ENJOYABLE FLYING CONDITIONS AT OUR SITE, THE FOLLOWING RULES MUST BE FOLLOWED.

1. SAFETY CODE

The AMA Safety Code is in effect at all times.

2. TRANSMITTERS

Each Transmitter must be identified in accordance with current AMA practices. Any transmitter not appropriately tagged with channel number and antenna flag may not be used.

3. FREQUENCY CONTROL

A frequency control panel that lists authorized frequencies is available at the flying site. Next to the Frequency Board is a Transmitter Impound Area. All transmitters that do not have a frequency clip on them are to remain turned off and in the Impound Area. Pilots will place their current AMA Card in the slot at the proper frequency for their transmitter, take the clip and place it on their transmitter. Only then may the transmitter be placed into operation. If the clip for your frequency is not on the board, your transmitter is to remain turned off and in the Impound Area. The only exceptions are when after investigation, the clip is determined to be missing from the field, at which time a substitute clip may be used, or when removing the transmitter prior to leaving the site. No transmitter is to be turned on without the pilot having the frequency clip in his/her possession. Pilots are responsible for the prompt return of the clip and the impounding of the transmitter after each flight. If the frequency clip remains in use for extended periods of time by the same person, you may inform that individual that there are other pilots waiting on that frequency. Intended maintenance requiring the radio should be performed at home and not at the field. Care must be taken to follow the frequency rules to the letter for a breach of these rules could cause serious bodily injury and property damage. The person causing such damage through his/her negligence will be expected to compensate for the damages.

4. FLYING RULES, FIXED WING

An active runway will be declared by the first person at the field in accordance with the wind direction of the day. Pilots using the East/West runway will use this takeoff and landing direction unless wind direction dictates the direction to be changed. Such changes shall be by mutual consent of all active pilots. The term "active pilot" is defined as all pilots on the pilot line. Takeoff and landing is allowed to the North and South if such is performed over/on the triangular area

North of the runway. Roll out must be completed prior to reaching the pilot line. The "pilot line" is a line 15 feet in front of and parallel to the pilot stations running to the horizon. No fixed wing aircraft shall be flown behind this line except as outlined in paragraph 5. Anyone flying behind the pilot line may be brought before the club for disciplinary action, which could include loss of flight privileges and/or club membership. The 15 foot area between the pilot line and the pilot stations is a taxi area. No takeoffs or landing shall be performed from this area. All pilots flying aircraft shall remain on the pit side of the runway. There shall be no attempts to touch any aircraft that is airborne in any fashion. The runway shall not be entered or crossed without notifying all active pilots. Before entering the runway with an aircraft for takeoff or the pattern for landing, you must declare same to all active pilots. Declared emergencies have priority over normal runway use. 3D flight shall be flown from the East most pilot station and held over the runway East of that station. This will keep it as far from other pilots as possible.

5. FLIGHT RULES, FOAM/ELECTRIC

Foam construction with electric motors (foammies) may use the area designated for rotary wing flight as long as there are no helicopters at the field. If helicopters are present then the foammies must go North of the pilot line with the other fixed wing aircraft.

6. FLIGHT RULES, ROTARY WING

Rotary flight is to take place either over the fixed wing area with the pilot carrying the helicopter out and placing it on the runway for takeoff, then complying with all fixed wing rules, or off the East end of the pit area where there shall be a pilot line 25 feet East of the structure running North and South. For operation off the East end, all flight shall be kept East of this pilot line. In case of flight operations on the control line circle, the helicopter pilot line shall bend at a 45 degree angle to the East prior to reaching the circle so that there will be no over flight of the control line pilots. It shall be the helicopter pilot's responsibility to view the control line circle prior to takeoff so as to know the configuration of his pilot line. All hover practice shall be in the area off the East end of the pits.

7. FLIGHT RULE, CONTROL LINE

All control line flight shall be confined to the designated control line area. In the event that helicopter flight is already under way it shall be the control line pilots responsibility to notify the helicopter pilots that they are about to use the control line area.

8. SPOTTERS

The use of spotters is recommended by the Safety Officer but is optional at the discretion of the pilot, except when there is a student flying. Then spotters

are mandatory for all active pilots. The responsibility of the spotter is to 1.) Watch for the presence of full scale aircraft in the immediate area and notify his pilot of their approach, 2.) Watch the other model aircraft for signs of loss of control or any other action that may bring the model into bodily contact with his pilot. Special attention should be paid to aircraft making low passes, aircraft taking off and landing, 3.) The spotter is to move his pilot back out of harms way, allowing his pilot to be protected and still maintain safe visual contact with his/her own aircraft.

9. AIRCRAFT LIMITATION

All engines must be equipped with safety nuts or round nose spinners. Unprotected motor shafts or needle nose spinners are prohibited. The use of an effective muffler is required on all engines above .09 CID. The use of plain nylon propellers is prohibited.

10. GUESTS

Nonmember flying guests are limited to one per day. The member is responsible for making sure the guest is aware of and obeys the club rules. All flying guests must have a current AMA card in his possession and the sponsoring member must be present. Guests are limited to three days of flight before being expected to join the club. Guests that reach the three day limit and do not join the club will no longer be allowed to fly. The above guest rules do not apply to club sponsored events where the primary responsibility for obedience to the club rules lies with the Safety Officer and the Event Director.

11. INTOXICANTS

Intoxicants of any form are absolutely and strictly prohibited at all times. Anyone under the influence will be required to leave the field. For safety reasons anyone under the influence of prescription or nonprescription medication that alters ones judgment, coordination, or perception will be asked not to fly.

12. PROFANITY

The use of profane language is prohibited.

13. FINANCIAL RESPONSIBILITY

Any person causing damage to another persons property due to negligence (as reviewed by the club officers and Safety Committee) will be expected to compensate that person for damages.

14. CERTIFIED PILOT PROGRAM

All pilots shall be rated according to the AMA Pilots Proficiency Guidelines. Novice Pilots (Red Sticker) must have an Instructor Pilot (Yellow Sticker) assist them until they have earned their Pilot (Blue Sticker) rating.

15. INFRACTION OF THE RULES

Infraction of the rules will be brought to the Safety Committee/Club Officers and their ruling is binding. The offending member may come before the committee to give his defense or explain his actions. Punishment can range from loss of flight privileges until the matter is resolved (i.e. no frequency flag) to the loss of club membership for serious infractions. All members are reminded that the club Safety Officer cannot be present at all times, so everyone is responsible for maintaining the rules. If a member is breaking any rules, be sure to bring it to his/her attention. If they continue to repeat the infraction, contact your Safety Officer or any club officer that may be present. The review process need not be used when the erring member corrects the infraction in a timely manner.