



# Tailspinners Flying Field Rules

Revised: 4/5/2004

## INTRODUCTION:

The TAILSPINNERS flying field/site has been established for the use and enjoyment of its members, member's family and invited guests. The membership adheres to the AMA safety code that is specific to radio controlled aircraft. The code is posted on the field bulletin board for easy reviewing by all.

The Flying Field Rules (FFR) were developed based on the AMA safety code and other requirements that are unique to the operation of the club field. They are intended for the safety and protection of all concerned. Any intentional violation of these FFRs mandates disciplinary action, up to and including dismissal from the club. If you are a guest, you will be asked to leave the site.

Members/sponsors are responsible for family members and invited guests and must understand the FFR so that a safe and controlled flying environment is maintained.

The club utilizes a radio frequency control program that prevents "same frequency mishaps" from occurring. More details can be found under the topic "Radio Rules" herein. A frequency scanner and other electronic devices are also used to aid flyers any time a problem should arise.

Remember, these rules weren't written to discourage anyone from having fun, but rather to enhance the club's intentions, not only to its membership, but to its neighbors as well.

## TAILSPINNER FLYING FIELD RULES

### A. VEHICLES: (cars, trucks, motorcycles, bicycles, etc.)

1. Please be observant for children at play.
2. DO NOT exceed the posted speed limit on the access road.
3. When parking your vehicle, do not obstruct other vehicles so as to prevent them from being able to leave.
4. With the exception of a designated drop off area, DO NOT drive into the pit area or onto the runway.

### B. PIT AREA:

#### WARNING - THE PIT AREA CAN BE A HAZARDOUS PLACE!!

1. Only club members, eligible family members and invited guests eligible to fly are allowed in the pit area while flying is in progress.
2. Unsupervised visitors are not allowed in the pit area.
3. Children must be under the CONSTANT supervision of an adult, parent or guardian, and if allowed in the pit area, they must be under the DIRECT supervision of the responsible club member.
4. Do not take off from, hover over or land in the pit area.
5. Use the designated taxi areas to enter and exit the runway.
6. Do not taxi past the flight stations into the pit area.
7. Absolutely no flying is to be done behind the designated flight stations.
8. Do not move the field tables from where they are placed.
9. Use a "catch bottle" when fueling to prevent spillage.
10. If gasoline fuel is used, do not start the engine from the same spot where the aircraft was fueled.
11. If you are using gasoline for fuel you must have your own fire extinguisher available and on hand.

### C. FLYING ELIGIBILITY: (Members, IFM, and guests eligible to fly at the field)

1. A current AMA license is required to fly solo at this field.
2. Club members have priority over IFM and invited guests for flying time.
3. Invited guests eligible to fly must be assisted by a club sponsor.

4. Club members must sign the flight log prior to flying.
5. All aircraft must be identified according to the AMA guidelines.

#### **D. FLYING HOURS:**

1. Monday thru Friday – 8:00AM until dark for internal combustion engine model aircraft.
2. Saturday – 9:00AM until dark for internal combustion engine model aircraft.
3. Sunday – 11:00AM until dark for internal combustion engine model aircraft.
4. Electric and compressed-air powered aircraft are eligible to fly during all daylight hours.
5. Temporary Flight Restrictions (TFRs) and other field closures during normal flying hours will be announced on the web site.

#### **E. FIELD CARE:**

1. Help keep our field clean and secure, by taking home what you bring including broken props, rubber bands, butts, etc. If you bring a pet, you are responsible for cleaning up and disposing of any droppings.
2. If you are the Last person at the field, make sure everything is secured and locked up before you leave!

#### **F. ALCOHOL and ILLEGAL DRUGS:**

The flying site maintains a drug and alcohol free environment. No alcoholic beverages or illegal drugs are permitted, and no person under the influence of such should come to the field. Incidences are to be handled by the Licking County Sheriff.

#### **G. FLIGHT TRAINING DAY:**

Wednesdays are designated for flight training only (wings program) for the new club members (students) wishing to learn to operate and fly R/C aircraft. Sponsors and instructor pilots are on hand to assist with this task. No other solo flying is permitted on this day unless there are no training sessions being conducted for whatever reason.

#### **H. FIELD MARSHAL DUTIES:**

A field marshal shall assume responsibility for the field activities and bring attention to any operation that is unsafe or contrary to the FFR. The field marshal's word is final. The marshal should be the first experienced member at the field. Any disagreements should be directed to the BOD at the next BOD meeting.

The marshal will assume the following duties:

1. Wear the field marshal badge located in the pin box.
2. Oversee all flight and pit activities in the interest of safety.
3. Designate spotters per club rules.
4. Designate an assistant while flying or as needed.
5. Return the field marshal badge to the pin box or delegate a new marshal before leaving.

#### **I. RADIO: (Frequency control)**

1. DO NOT use any channel (frequency) not displayed on the frequency control board".
2. DO NOT take a frequency pin from the control board without putting your AMA card in the designated frequency slot. After you complete your flight, return the frequency pin to its slot, then remove your card.
3. DO NOT turn your transmitter on unless you have the correct frequency pin displayed on your transmitter's antenna. Be prepared to turn the transmitter off if interference is observed or claimed.
4. DO NOT start your model engine without first doing a range check with the transmitter antenna collapsed. Check for proper radio function approximately 30 feet from the receiver.
5. DO NOT have more than SIX Frequency Pins off the Control Board at a given time.

## **J. FLIGHT RULES:**

1. DO NOT fly more than three aircraft at a time without a spotter
2. DO NOT fly any aircraft during club flying contests or demonstrations without each pilot having a spotter.
3. DO NOT fly more than four fixed wing aircraft at a given time.
4. DO NOT leave your flight station except in an emergency.
5. DO NOT operate your aircraft so as to blow dirt and debris at other aircraft or people.
6. DO NOT start to taxi or fly unless you have checked the following: antenna up, controls correct and trims set with the engine running.
7. DO NOT allow your aircraft to enter or exit the runway anywhere except from your flight station, or a designated taxiway.
8. HAND LAUNCHES are to be conducted at the end of the runway so that the aircraft cannot endanger pilots at the flight stations or people in the pit area directly after the launch.
9. DO NOT fly over the noise-sensitive homes South and West of the field.
10. DO NOT fly any aircraft that does not have a suitable engine exhaust system. Helicopter exhaust should be discharged to the side and not directed straight down, to eliminate dead spots of grass on the airstrip.
11. DO NOT perform 3D or any other aerobatic maneuvers toward or over any pilot station as to cause distraction of other pilots with aircraft in the air. All aerobatic maneuvers must be performed no closer to pilot stations than the center line of the runway.

**NOTE:** *The club has adopted a 96db maximum noise level at nine feet measured on the muffler side of the aircraft while the aircraft is setting on the ground at full power. You can check your aircraft's noise level with the club's decibel meter that is located in the frequency scanner box. Flying any aircraft with noise levels above this ruling is prohibited.*

## **K. MANDATORY CALL-OUTS:**

**The following call-outs will be made in a loud, clear voice:**

1. **"TAKING OFF"** – An aircraft taxis out on the runway for a flight.
2. **"ON THE FIELD"** – When you have to walk out onto the runway area.
3. **"RUNWAY IS CLEAR"** – When you are off of the runway and back to your flight station or behind the flight line.
4. **"HAND LAUNCH"** – Aircraft is about to be hand launched.
5. **"COMING IN"** – Aircraft is going to attempt a full-stop landing.
6. **"TOUCH & GO"** – The landing will be followed immediately by a takeoff.
7. **"DEAD STICK"** – Aircraft has lost power, attempting to land.
8. **"I'M IN TROUBLE"** – Aircraft is in some kind of trouble. Pilots not flying should give assistance to the pilot in trouble. If time permits, check the following: antenna up, transmitter on, trim set and help spot the aircraft if it is going down.

## **L. LANDING PRIORITY:**

Landing priority is first given to a powerless (dead stick) aircraft, followed by a glider then an aircraft under power.

## **M. RECOMMENDED RUNWAY USE:**

1. It is recommended that whenever practical, take off and land into the wind, on the centerline of the runway.
2. Plan the lift-off point near the end of the runway so as to minimize the danger posed by an aircraft going out of control just after takeoff and flying over or into a flight station or the pit area.
3. Once a takeoff and landing pattern has been established, all flyers must follow this pattern to avoid ground or mid-air collisions.
4. Common courtesy among the fellowship goes a long way in creating a workable solution to this unique situation.

HAVE FUN AND FLY SMART!