

MCRC FIELD SAFETY RULES AND ETIQUETTE

The following safety rules have been debated and approved by the Board of Directors and are effective February 23, 2019. Please read and follow them. These are MCRC specific: AMA rules also apply and are contained in your membership package from AMA. James Holloman, *President of Board of Directors*.

Here are definitions, including a description of the geography of our air park.

Spectator Area is defined as that area bordered by the white fence, to the south of the flying areas, including the parking lot, the road, the clubhouse, the barn, etc. It also includes the caged area in the pilots' den.

Assembly/Startup Area/Pilots Den is defined as the area between the white spectator fence and the fence bordering the flight line to the north. This area includes the sun shelters, the startup concrete area, other grassy areas with portable startup stands, and the U/Control areas.

The Flight Line is the area north of the anchored fencing and includes the pilot stations. The "safety line" on the field is an invisible line 25 feet to the north of the pilot stations. All flying should take place north of the safety line.

General Rules:

1. Alcoholic beverages are not permitted anywhere at the field.
2. Membership in AMA is required to fly at the field. Guests and learners may fly if their presence is in accordance with AMA rules and guidelines.
3. Everyone should observe common sense and courtesy at all times.
4. It is strongly recommended to not fly alone.
5. Keep the air park clean at all times. Take all crashed aircraft parts and pieces home with you. Use the trash cans and recycle bins for all other waste. Clean-as-you go in the restrooms and clubhouse.
6. *Spectators* must stay in the designated spectator areas. *Guests* may accompany members in the startup areas; the member will be responsible for their guest's actions. Guests must be made aware of the dangers involved.
7. All members shall abide by the AMA Safety Code and **all of us** are responsible for field safety. *Members of the safety committee have final authority on all safety matters.* Their names are posted at the field; currently the board serves as the safety committee.

Fixed Wing Aircraft

1. If your transmitter is on the 72 MHz band, your club card must be in the appropriate frequency slot in the pilot's den. Check to see if others are on your frequency and use caution to avoid potential conflicts. Be considerate if others are on your frequency.
2. Starting Protocol: Engines may be started in the pit area or on portable safety stands only. Starting engines under the sunshades is not permitted. Use a catch tank or other method to control overflow when fueling. Do not stand in line with, or in front of the propeller when starting or adjusting your engine. All planes must be restrained/controlled when starting.
3. After starting, all aircraft must be physically controlled until they are past the northern pit area fence when going out for flight.
4. If your engine quits before takeoff, return to the pits to re-start it. Announce when you are going on to the field to retrieve your plane under all circumstances.
5. Pilots must use the pilot stations; no more than four fliers at a time. A pilot coming out to fly should position himself near currently flying pilots to enhance communications. Spotters should be used whenever possible especially if more than two pilots are flying.
6. When one person is flying, he/she may fly in any pattern north of the safety line. When two are flying, they must agree on a flight pattern to avoid mid-air conflict, such as sharing half the field each, or one flying high and one low, such as a sailplane and a sport ship.
7. When three or four are flying, a "race track" pattern will be followed, clockwise or counter-clockwise, depending on the prevailing wind direction on the runway. Straight line maneuvers are allowed over the runway such as loops and rolls. No reverse pattern maneuvers or low flybys are allowed over the runway.
8. Initial turn after take-off should be away from the spectator and pit areas.
9. When flying, announce your intentions to other pilots, "Coming out", "Landing from the right", "DEADSTICK" are examples.
10. All flying is to be performed north of the pilot stations and "safety line". The safety line is defined by AMA as the (invisible) line down the runway, 25 feet north of the pilot stations, as noted priory.
11. Dead Stick aircraft have priority in landing, including sailplanes and gliders.

12. All engines must be shut down at the pit area fence when returning from flight
13. Announce to other pilots if your aircraft needs to be retrieved on the runway.

Helicopters

1. If your transmitter is on the 72 MHz band, your club card must be in the appropriate frequency slot in the pilot's den. Check to see if others are on your frequency and use caution to avoid potential conflicts. Be considerate if others are on your frequency.
2. Because of the engine configuration of R/C helicopters, startup may be accomplished under the sun shades, on the fixed or portable tables, on the concrete startup areas, or on the starter stands generally used for fixed wing aircraft. Portable tables or stands owned by the pilots for this purpose may also be used.
3. Pilots must carry helicopters to the flight line and place them on the flying field at a reasonable distance from the opening in the fence, minimum, 25 ft.
4. Pilots are not required to stand in the pilot stations as long as only their helicopter is flying, and there are no fixed wing aircraft in the air.
5. It is recommended only one helicopter be flying at a time; more than one is allowed with pilot agreement. Spotters are recommended.
6. Fixed and rotary wing aircraft are generally not compatible in the air. It is recommended "taking turns" be the order of the day; helicopter time is shared time when fixed wing fliers are present. We are primarily a fixed wing club, but helicopters may share equal time in the air. Cooperation is the key.

U/Control

1. Pilots will prepare planes for flight in the designated pit area (attach lines handle, pull test as needed, fuel and safety check, no engine run-up permitted in the pit area) and establish position in queue for flying.
2. Pilot and mechanic will take plane (w/lines) to the flight circle in a timely manner when prior pilot clears his plane from the circle.
3. Once a plane enters the circle for flight, the pilot is entitled to a timely flight, a restart if necessary, and is required to clear the circle if problems are encountered.

4. A pilot may remain in the circle for subsequent flight(s) if no one is in the queue to fly.
5. Engine run-ups are only allowed in the run-up area, located north of the shelter and east of the pits.
6. Spectators are not allowed in the designated pit area or flying circle. Pilots and mechanics only.
7. Parking next to the circle is prohibited. Parking begins at the east edge of the shelter and continues west towards the concession stand.

Electric Powered Aircraft

1. Rules for fixed wing or helicopters should be followed as appropriate.
2. Battery charging under the shelters is recommended. Batteries should always be charged in a safe manner and the charging process monitored. Charging batteries in the pilot's den is PROHIBITED. Aircrafts should have their power batteries removed or disconnected until they are ready for flight.

Gasoline Powered Aircraft

1. Fixed Wing aircraft rules apply.
2. All gasoline powered aircraft must be equipped with an ignition cutoff.
3. Having a fire extinguisher in close proximity to gasoline containers and aircraft is recommended. AMA rules and guidelines apply. Fire extinguishers are located under the shelters and in the pilot's den.
4. **Gasoline and Glow fuel engines must use the Car Track Shelter east of the Club House for engine break-in and extended tuning of engines.**

Quadcopters/Drones

1. Rules for Fixed Wing or Helicopters should be followed as appropriate.
2. All pilots of radio control model aircraft should familiarizes themselves with AMA's "SEE AND AVOID" guidance pamphlet and Document #550.

Hours of operation are: Gas and Glow engine aircraft, Mon thru Sat, 8 am until dark. Sunday: 9:30 am until dark. Electric powered aircraft, 24/7.

Adopted by the BOD 02/23/2019