

## **R/C Propbusters Flying Field Rules PFFR 8/06**

**THIS FLYING SITE IS LEASED AND OPERATED BY THE AMA AFFILIATED R/C PROPBUSTERS CLUB INC. OF SOUTHEASTERN CT. AND IS INTENDED FOR THE SOLE USE OF R/C PROPBUSTER MEMBERS AND GUESTS. ALL PROPBUSTER'S CLUB, AMA, AND FCC RULES SHALL APPLY AND WILL BE ENFORCED.**

### **OPERATIONAL/ADMINISTRATIVE RULES**

**1. VEHICLES SHALL BE PARKED ONLY IN ESTABLISHED PARKING AREAS SOUTH OF FLIGHTLINE**

**2. STARTING TIMES FOR RECIPROCATING INTERNAL COMBUSTION POWERED AIRCRAFT IS 9:00 AM ON WEEKDAYS AND 10:00 AM ON WEEKENDS. CLUB MAY WAIVER START TIMES FOR SCHEDULED EVENTS.**

**3. NO FLYING WILL BE ALLOWED WHILE FIELD GRASS CUTTING OPERATIONS ARE BEING CONDUCTED ON THE FIELD NORTH OF THE FLIGHT LINE. FIELD MOWING HAS PRIORITY OVER FLYING AND IS PREFERENTIALLY DONE ON FRIDAY PENDING WEATHER, EVENT SCHEDULES, AND AVAILABILITY OF VOLUNTEERS.**

**4. ALL AIRCRAFT MUST MEET THE A 96 DB MAXIMUM SOUND LEVEL AS TESTED BY AMA PROCEDURE. TO HELP KEEP GOOD COMMUNITY RELATIONS AND OUR FLYING SITE, ALL CLUB MEMBERS HAVE THE RESPONSIBILITY TO COMPLY WITH AND ENFORCE THESE NOISE LIMITATIONS.**

**5. THE LAST PERSON LEAVING THE FLYING SITE SHALL CLOSE AND LOCK THE GATE UNLESS FARM EQUIPMENT IS BEING OPERATED ON THE PROPERTY AT THE TIME.**

**6. THE CLUB HAS ADOPTED A NO ALCOHOL POLICY AT THE SALEM FLYING FIELD. FLYING UNDER THE INFLUENCE WILL ALSO BE SUBJECT TO DISCIPLINARY ACTION. THE AMA "EIGHT (8) HOUR FROM BOTTLE TO THROTTLE" RULE APPLIES**

**7. YOUR CURRENT MEMBERSHIP/ID CARD IS YOUR TICKET TO FLY AND MUST BE VISIBLY DISPLAYED ON YOUR PERSON. CARD COLORS ARE AS FOLLOWS:  
YELLOW-STUDENT---MUST HAVE A QUALIFIED CLUB MEMBER IN ASSISTANCE  
BLUE/GREEN-QUALIFIED TO FLY SOLO AND ASSIST STUDENTS  
RED/PINK- QUALIFIED INSTRUCTOR - INSTRUCTS AND CAN SIGN OFF STUDENTS FOR SOLO**

**8. NOVICE FLYERS WITH YELLOW CARDS ARE NOT PERMITTED TO FLY SOLO UNTIL A QUALIFIED INSTRUCTOR HAS GIVEN THEM THE REQUIRED CHECK FLIGHT AND SIGNED THEIR CARD FOR SOLO FLIGHT. THEY MAY HOWEVER FLY WITH THE ASSISTANCE OF A QUALIFIED PILOT AS WELL AS WITH AN INSTRUCTOR... *BUDDY BOX PREFERRED*. UPON QUALIFICATION, THEY MAY REQUEST A BLUE/GREEN CARD AT THE CLUB MEETING AFTER PRESENTING THEIR SIGNED OFF YELLOW CARD.**

**9. IT IS THE RESPONSIBILITY OF EACH PILOT TO ENSURE THAT HIS/HER AIRCRAFT IS AIRWORTHY. NEW OR REPAIRED AIRCRAFT MUST BE INSPECTED BY A QUALIFIED MEMBER PILOT PRIOR TO BEING FLOWN.**

**10. FLYING OF OTHER THAN R/C AIRCRAFT OR HI-START LAUNCHED R/C GLIDERS IS PERMITTED PROVIDED IT DOES NOT INTERFERE IN ANY WAY WITH POWERED R/C FLIGHT OR THE INTENT TO FLY BY ATTENDING R/C PILOTS. EXAMPLE CONTROL LINE AIRCRAFT, ROCKETS, HAND LAUNCH GLIDER, FREE FLIGHT. ALL OTHER FIELD RULES AND AMA SAFETY RULES SHALL STILL APPLY.**

**11. FREQUENCY PINS FOR OTHER THAN CLUB EVENTS SHALL BE PROVIDED BY THE PILOT ON THAT FREQUENCY. A FREQUENCY PIN SHALL BE CONSTRUCTED IN SUCH A WAY AS TO HAVE AN OVERALL RECTANGULAR DIMENSION OF APPROX. 1 TO 2 INCHES BY APPROX. 5 INCHES**

WITH A CLIP ATTACHMENT. AT MINIMUM THE PIN SHALL HAVE THE FREQ. NUMBER AND THE PILOTS NAME.

12. NO MORE THAN (5) FIVE AIRCRAFT ARE TO BE AIRBORNE AT ANY ONE TIME COUNTING AN AIRCRAFT BEING FLOWN FROM STATION (5) FIVE (HELICOPTER/3D HOVERING BOX). STATIONARY/3D/HOVERING FLIGHT SHALL BE CONDUCTED AT STATION #5 AND OUT OF THE FLIGHT PATTERN WHEN OTHER AIRCRAFT ARE IN THE PATTERN. FLIGHT TIMES SHALL BE LIMITED TO 20 MINUTES PER FLIGHT INCLUDING ENGINE START-UP AND ADJUSTMENT.

13. DESIGNATED TEST BOX REQUIREMENTS:

A. THE TEST BOX SHALL BE USED FOR TEST RUNNING ENGINES, AND MAY ALSO BE USED FOR RADIO RANGE CHECKS, AIRCRAFT ADJUSTMENTS, ETC.

B. WHEN USING THE TEST BOX, THE APPROPRIATE FREQUENCY PIN SHALL BE PLACED ON THE FREQUENCY CONTROL BOARD.

14. PILOTS SHALL PLACE A FREQUENCY PIN ON THE FREQUENCY BOARD ONLY WHEN READY TO PROCEED TO THE FLIGHT LINE (OR TEST BOX) AND SHALL REMOVE THAT PIN UPON COMPLETION OF THE FLIGHT (OR TEST).

15. NO MORE THAN SIX (6) FREQ. PINS SHALL BE ON THE FREQ. BOARD AT ANY ONE TIME

A. ONE (1) PIN FOR THE #5 STATION (EAST)

B. FOUR (4) PINS FOR AIRCRAFT BEING FLOWN FROM THE PATTERN BOXES #1 THROUGH #4. (WEST TO EAST)

C. ONE (1) PIN FOR THE TEST BOX

16. CLUB MEMBERS MAY BRING A GUEST TO FLY AT THE FIELD. NON-AMA MEMBERS MAY FLY ON A ONE TIME BASIS ONLY USING THE HOST MEMBER'S AIRCRAFT UNDER THE GUIDANCE OF THE HOST MEMBER WITH A BUDDY BOX. AMA MEMBERS WHO AREN'T CLUB MEMBERS MAY FLY OCCASIONALLY OR DURING A TEMP. STAY IN THE AREA. IT IS THE RESPONSIBILITY OF THE GUEST'S SPONSOR TO ENSURE THE GUEST IS FAMILIAR WITH THE FIELD RULES. GUESTS WHO LIVE IN SOUTHEAST CT. SHOULD BE ENCOURAGED TO JOIN THE CLUB.

#### SAFETY RULES

1. ELECTRIC MOTORS SHALL BE TREATED WITH THE SAME RESPECT AND CAUTION AS GLOW OR GASOLINE POWERED ENGINES. ELECTRIC POWERED AIRCRAFT WITHOUT A SEPARATE SWITCH FOR ENERGIZING THE SYSTEM SHALL ONLY BE PLUGGED IN ON THE FLIGHT LINE... NOT IN THE PITS. ENGINES AND MOTORS SHALL BE STARTED ONLY AT THE DESIGNATED START-UP BOXES OR BENCHES ON THE FLIGHT LINE ONLY (STATIONS 1 THROUGH 5) AND THE DESIGNATED ENGINE TEST BENCH IN AREA SOUTH OF STATION 5. RESTARTS OF GAS OR GLOW ENGINES ON THE FIELD ARE PERMITTED ONLY IF NO OTHER AIRCRAFT ARE ON THE FLIGHT LINE OR IN THE AIR.

2. THERE IS A 25 FOOT BUFFER/SAFETY ZONE BETWEEN THE FLIGHT LINE AND THE ALLOWABLE AREA OF FLIGHT. THIS AREA IS FOR TAXIING PURPOSES. THERE SHALL BE NO FLYING OVER THE SPECTATOR AREA, PIT AREA, OR PARKING AREA. FLYING WITHIN THE BUFFER ZONE IS ONLY PERMITTED WHEN NO OTHER PILOTS/ASSITANTS ARE ON THE FLIGHT LINE AT ANOTHER STATION TO FLY. THERE WILL BE NO RUNNING OF ENGINES OR TAXIING OF AIRCRAFT IN, TO, OR FROM THE PIT AREA

3. TRANSMITTERS SHALL NOT BE TURNED ON WITHOUT USING THE ESTABLISHED FREQUENCY CONTROL SYSTEM. ALL TRANSMITTERS/RADIO SYSTEMS SHALL MEET THE UPDATED REQUIREMENTS OF AMA AND FCC.

4. SMOKING IS STRICTLY PROHIBITED IN THE AREA FROM THE PITS TO THE FLIGHT LINE.

5. AIRCRAFT POWERED BY GASOLINE ENGINES SHALL BE ACCOMPANIED WITH A MINIMUM OF A CLASS "B" RATED FIRE EXTINGUISHER BOTH IN THE PITS AND ON THE FLIGHT LINE.

6. WITH MORE THAN ONE AIRCRAFT IN THE AIR, A FLIGHT PATTERN SHALL BE ESTABLISHED AND MAINTAINED DURING FLIGHT. THE PATTERN IS SET BY PREVAILING WIND DIRECTION AND TAKE-OFFS AND LANDINGS SHALL BE INTO THE WIND. WITH WIND COMING FROM OR FAVORING THE (WEST) OR LEFT SIDE OF THE FIELD, TAKING OFF FROM "RIGHT TO LEFT" SETS UP A "RIGHT HAND PATTERN" i.e. ALL TURNS IN THE PATTERN ARE RIGHT TURNS... AND VICE-VERSA. IF A CHANGE IN WIND DIRECTION DICTATES A CHANGE IN THE FLIGHT PATTERN, PILOT RECOGNIZING THE CHANGE SHALL CALL OUT TO OTHER PILOTS ON THE FLIGHT LINE TO REVERSE PATTERN.

7. PILOTS NEEDING TO WALK OUT ONTO THE FIELD TO RETRIEVE AN AIRCRAFT WHILE OTHER AIRCRAFT ARE IN THE PATTERN SHALL LOUDLY CALL OUT "ON THE FIELD" AND ENSURE ACKNOWLEDGEMENT FROM OTHER PILOTS ON THE FLIGHT LINE PRIOR TO WALKING ONTO THE FIELD. ANNOUNCING, "TAKING OFF", "LANDING ", OR "DEAD STICK" IS JUST A "GOOD PRACTICE" TO BRIEF FELLOW PILOTS OF YOUR INTENTIONS.

#### GOOD SAFETY PRACTICES

1. YOU SHOULD NOT FLY ALONE IN CASE OF A DEBILITATING ACCIDENT. THERE ARE TIMES HOWEVER WHEN YOU MAY CHOOSE TO DO SO REGARDLESS. HAVING A CELL PHONE AVAILABLE IS GOOD PRACTICE IN THIS CASE AND EXTRA CAUTION IS WARRANTED IN BOTH ENGINE HANDLING AND FLYING. 911 IS THE EMERGENCY CALL NUMBER

2. YOU SHOULD HAVE THE COMBINATION TO THE FIRST AID BOX (SAME AS THE GATE), WRITTEN ON THE BACK OF YOUR MEMBERSHIP CARD OR MEMORIZED.

3. ALWAYS USE A GLOVE OR "CHICKEN STICK" FOR HAND STARTING ENGINES. ALWAYS CHECK THROTTLE CLOSED TO IDLE AND BE CLEAR OF PROP OR FIRMLY GRASP PROP PRIOR TO ATTACHING GLOW DRIVER.

4. ALWAYS PERFORM GLOW DRIVER REMOVAL, NEEDLE ADJUSTMENTS, AND "RUN -UPS" FROM BEHIND THE AIRCRAFT... (EXCEPTION FOR ADJUSTMENT OF "PUSHERS")

5. EYE PROTECTION, EAR PROTECTION, AND THE ENTIRE ABOVE ARE ALL GOOD PRACTICES BUT THERE IS NO SUBSTITUTE FOR COMMON SENSE AND TAKING THE TIME TO DO THINGS THE SAFE WAY.

*COMMON SENSE, RESPECT FOR OTHER PILOTS, AND GOOD FIELD ETIQUETTE ALL GO A LONG WAY TOWARDS MINIMIZING REQUIRED RULES. REMEMBER: IT'S ALL ABOUT HAVING FUN WITH AVIATION MODELING IN A SAFE AND ENJOYABLE MANNER. SAFETY IS EVERYONES RESPONSIBILITY! IF YOU HAVE ANY QUESTIONS OR DON'T UNDERSTAND ANY OF THESE RULES, DON'T HESITATE TO ASK YOUR CLUB SAFETY OFFICER, ANY CLUB OFFICER, OR ANY EXPERIENCED PILOT FOR CLARIFICATION.*