

# WAYNE COUNTY R/C CLUB RULES

## 1. GENERAL

- 1.1. Observe and obey all AMA rules and safety code.
- 1.2. Use common sense.
- 1.3. **BE CONSIDERATE** – Respect the rights and opinions of others.

## 2. CLUB MEMBERSHIP

- 2.1. Dues for the current year must be paid on or before the January Club Meeting of the current year.
- 2.2. All members must hold a current AMA membership and a FCC License if using the Ham frequency.
- 2.3. New members are to be voted into the Club by a 2/3 majority of members present at any official quorum club meeting.
- 2.4. Problem members may be removed by the same procedure.

## 3. PILOT RULES

- 3.1. **New Members** must be cleared by a Club Instructor before they are allowed to fly "solo" at the Club field.
- 3.2. **Beginner Pilots** will be designated as "**Student Pilots**" and must be accompanied by a Club Instructor until they have met the requirements for "Pilot" status.
- 3.3. **Club Pilots** are members who have demonstrated their full awareness and compliance with all reasonable safety considerations for the construction and operation of a radio controlled aircraft (powered airplane, sailplane or helicopter). They will have demonstrated their ability to control an aircraft in flight by successfully completing three consecutive take-offs, flybys, landings on the designated runway and controlled taxis back to the pit area with the engine running. They must be cleared (by a Club Instructor with certification by a second Club Instructor) to fly "solo" at the field and will receive their AMA "Pilot" patch and certificate at the next regular club meeting.
- 3.4. **Club Instructors** are qualified Club Pilots who are appointed by the Club and willing to assist Beginner Pilots in all aspects of construction and safe operation of "trainer-type" aircraft, and who are authorized by the Club to certify members as Club Pilots.
- 3.5. **Guests** of a member may use the field **THREE DAYS IN A**

**CALENDAR YEAR** to fly without joining the Club provided they have been approved by a Club Instructor and can show proof of current AMA membership. An exception to this rule would be an IMAC or Club functioned occasion.

3.6. **NON-AMA MEMBERS** may be allowed one session (one calendar day) at the field to experience radio controlled model airplane flight under the following provisions:

3.7.a. Must be accompanied by a Club Instructor.

3.8.b. Must use a Club Member's aircraft and radio equipment unless his/her equipment is certified by an Instructor..

3.9.c. Must be on a "buddy-box" with a Club Instructor.

## **4. AIRPLANE RULES**

4.1. All model aircraft operated at the Club Field must comply with current AMA guidelines for model size, weight and engine displacement.

4.2. Jet-propelled aircraft may not be operated at the Club Field until the Club has obtained specific AMA insurance coverage for jet model aircraft.

4.3. All glow or gas powered models must use mufflers to control engine noise excluding those defined in paragraph b. below

4.4.a. A model is too noisy if either a Club Officer or Club Instructor says it is.

4.5.b. Engines .051 cu. In. displacement or less do not need mufflers.

4.6. All radios used at the field must be in full compliance with the current AMA (and FCC if Ham band is used) requirements for frequency bands, bandwidth and channel identification.

4.7. All new models must have a radio range check made with the assistance of another member. This is of course an opportune time to check all operating aspects of the aircraft.

## **5. FIELD RULES**

5.1. No flying is permitted at the Club field before 8:00 am, Monday through Saturday, and 10:00 am on Sunday, or after "**DARK**". Refer to the definition of "**DARK**" on the last page of these rules.

**Special note: The operation of electric powered aircraft is not restricted to the foregoing time restraints.**

5.2. Vehicles are to be parked in designated areas only.

5.3.All powered aircraft must be restrained in the designated area or engine run area before their engines are started.

**5.4.NO ONE MAY TURN ON A RADIO TRANSMITTER OR RECEIVER WITHOUT HAVING THE MATCHING TRANSMITTER CHANNEL PIN IN THEIR POSSESSION.**

5.5.Frequency pins will be held for a maximum of 15 minutes when others are waiting to fly on the held frequency.

5.6.Alcoholic beverages or any illegal substances are not permitted at the Club field. Flying after the consumption of alcoholic beverages is not permitted. The Field Marshall, any Club Officer or Club Instructor may deny flying privileges in this situation. A member committing a **Second Offense** will result in the individual losing his/her membership or other disciplinary action as determined by the Officers of the Club.

5.7.The Field Marshall, Club Officer or any Club instructor may deny flying privileges to any aircraft they have inspected and consider not airworthy.

5.8.No spectators are allowed in the pit area unless accompanied by a Member..

**5.9.Pilots must stand at a designated pilot station while flying their model regardless of their aircraft power option (i.e. glow, gas or electric).**

5.10.There are 3 flight stations on the South field and 2 flight stations on the North field. There shall be no more than 3 aircraft airborne at any one time at the South field. There shall be no more than two helicopters or 2 electrics airborne at the North field at any one time and flying over the designated U-control area is prohibited while it is in use.

5.11.a. **Important Note: All aircraft must be flown in the designated flight pattern. For safety reasons, there must not be 3-D flying in the area immediately in front of the flight stations or directly over the active runway.**

5.12.b. **All aircraft are subject to the same constraints as those for 3-D flying.**

5.13.c. **In conjunction with I.M.A.C. flying routines and patterns that are normally a direct route of east to west (or visa versa) and a return directly in front of the flight stations is not permitted under normal circumstances. This pattern of flying interferes with the majority of the club members flying the club's designated circular pattern. Those wishing to fly the I.M.A.C. routines may do so only when other club members**

**are not present or when said other members are not engaged in wanting to place their aircraft into the air.**

5.14.d. Normal flight patterns are defined as takeoffs into the wind and then a circular south of the runway on the South field and north of the runway on the North field ending with an up wind landing approach. Other patterns may be flown but the pilot must not interfere with others in the normal flight pattern. **The Safety Officer may determine if IMAC or other patterns interfere with normal flight patterns.**

5.15.e. All flying must take place within the confines of the designated flight zones. Flying over the pits, farmers while planting or harvesting, our mowing service, parking and spectator areas and over any people **anywhere is not permitted.**

5.16.f. The priority for use of the North field is as follows: U-control, helicopters, electrics, IMAC. IMAC is permitted only when the field is not in use by any of the other groups.

5.17. It is strongly recommended, but not required, that all members have another adult present with them when flying at the Club field.

5.18. It is also strongly recommended that all members carry a simple first aid kit with their flight-box equipment when flying at the field.

5.19. Each member is responsible for removing their own trash and debris from the field.

5.20. Control line, helicopters, and park flyers approximately 2lbs. or less are the primary users of the North field and may fly simultaneously.

5.21. Larger fixed wing aircraft may use the North field when the primary use groups are not present or while they are taking breaks, but they must relinquish the field when the primary users wish to resume flying.

5.22. A spotter will be required for flying fixed wing aircraft on takeoff and landing approaches that over fly the drive when crops obstruct the automobile and pedestrian traffic from view.

5.23. North field users must keep their aircraft on the north side of the parking area during the entire flight.

5.24. South field users must keep their aircraft on the south side of the parking area during the entire flight.

5.25. The back boundaries of both the North and South fields are the flight lines and extend infinitely to the east and west.

**North/south flying across the boundaries of the 2 fields is prohibited!**

\*\* **"DARK"** means any weather condition that limits visibility to ½ mile or less. Aircraft operation after dark is permitted provided the aircraft is approved by a Club Officer, Field Marshall or any Club Instructor and is equipped with illumination devices that permit clear and unambiguous indication of altitude, attitude and heading at a range of ½ mile at all times while the aircraft is airborne.

Revised 8/19/08  
Greg Cantrell