

DARE COUNTY RADIO CONTROL FLYERS

Flying Field Operational and Safety Rules

PURPOSE. To establish Operating and Safety Rules for the Dare County Radio Control Flyers flying field.

SCOPE. Safety is everyone's first responsibility. These rules are applicable to all persons on the flying field, be they pilots, crew, or spectators. In the absence of other rules, these rules will also guide Dare County Radio Control Flyers when operating as a club away from the flying field. The current AMA National Model Aircraft Safety Code is included in these rules and is applicable to all pilots. These rules will be supplemented, as necessary, to support special events held at the flying field such as fly-ins, racing, combat, etc. In the event of an accident resulting in personal injury or property damage, the first priority is to ensure any injuries receive prompt medical attention. Then, as it is a requirement of our AMA insurance, club's safety officer shall file an incident report. Please gather the information required by the attached incident report form and contact the club safety officer as soon as possible.

DEFINITIONS

Flying Field. The mowed area south and west of the entry/access gate (the mowed area north of the entry gate is used by the gun club) and contains the following sub-areas:

Pilot /Member Parking Area. Crossing the north end of the airfield (be aware of potential landings and take off of model aircraft) , turn south as you pass the post barrier and continue down the west side of the airfield and park. Spectators may park along the access road on the western side of the field . Spectators should not go out into the pit/flight line area or on to the flying field surface.

Flight Line. The line formed by the line of two-three flight stations, running north-south extended to the north/south boundaries of the flying field. Areas marked by sections of plastic fence are considered to be the Flight Stations.

Taxi Area/Strip. There is no separate taxi area; a path from a flight station to the closest point of the airstrip is defined as taxi area.

Airstrip. The mowed area East of the flight line is designated as the active runway. Typically if helicopter(s) or possibly smaller electric aircraft are on field, flight operations may be altered, and dependent upon the wind direction on any given day.

Airspace. The area above the airstrip, and the areas to the north, east and south of the airstrip. Deliberate flight over the pit area, spectator/parking area, around the vicinity of the radio tower, and gun club is prohibited.

Club Member. A current member of the Dare County Radio Control Flyers, in possession of his/her club and AMA cards. A youth member is considered a full member if they have reached minimum flight proficiency and will be allowed unaccompanied access to the pit and flight lines otherwise, the junior member must be directly supervised by an adult.

OPERATIONAL RULES

Authorized Users

1. Club members who have a current AMA membership have the right to fly on the club field.
2. Other pilots, when invited by a current member of the Dare County Radio Control Flyers, may use the flying field and must have a current AMA license in their possession. AMA licenses are not interchangeable between members and non members.
3. Pilots should have a "Spotter" with them during flight operations for safety reasons while other aircraft are currently active in the area.

Authorized Aircraft

1. The Dare County Radio Control Flyers is primarily a radio-control club but the flying field is suitable for control-line and free-flight operations. Mixed flight operations will require coordination and control measures.
2. Only AMA-legal aircraft with a weight under 55lbs as our field is not considered satisfactory for impulse jet, gas turbines, or extremely large scale aircraft. For exceptions to this, prior coordination and approval of the club's president and safety officer is required.
3. All internal combustion engines with a displacement of 0.10 cubic inches or greater must be equipped with an effective muffler.
4. All new aircraft, and those newly repaired, to include the radio systems, must be inspected and range-checked by its owner before flight. The club's safety officer can assist with this, if needed.

Radio Frequency Control

1. Upon arrival, all pilots should announce their frequency and check with all other pilots to ensure that they do not share a particular frequency before turning on any transmitter or aircraft. This includes 2.4 GHz spread-spectrum systems.
2. Pilots must ensure that transmitters are turned off when not in use.
3. If on any 72 Mhz frequencies, pilots will limit their use of a frequency to twenty (20) minutes at a time if another pilot is waiting to make use of that frequency.

Alcohol and Drugs

1. Consumption/use is not permitted at any time on the flying field.
2. Pilots and ground crew are required to be free of the influence.

Spectators and Pets

1. The pilot is responsible for the conduct of his family, friends, and invited guests.

2. Spectators will remain in the parking/spectator area. Children, 18 and younger, who are not club members, must be under the direct supervision of an adult. Parents are responsible for the conduct of their children. Spectators, may be escorted into the pit area by a pilot, but must return to the spectator area before engine start.

3, All pets must remain in the spectator/parking area and must be controlled at all times. Large pets may not run free on the flying field.

Opening, Using, and Closing the Flying Field.

1. The first authorized user will open the entry/access gate, and raise the flag.

2. Driving around this gate or parking outside and walking in is not permitted.

3.The first user should check in with the gun club office to let them know you are out at the field.

4. Please inspect the flying field for problems and report to the president if you see anything significant.

5. For events greater than club flying events, no flight operations will commence until AMA “Warning-Injury-Risk” signs (stored in the clubhouse) have been posted at the corners of the entry/access gate, at two locations along the areas facing the parking/spectator area, and in the clubhouse area, if feasible.

6. Fire extinguishers and first aid kits are available in the clubhouse and must be deployed to the pit area during organized events.

7. All vehicles should park in the designated parking area . Ask for help when backing out, if needed, to protect the safety of all spectators and equipment.

8. No trash, in particular food, will be left on the flying field everyone please carry their trash off-site. WE DO HAVE BEAR ISSUES !

9. The last club member to leave the flying field must ensure that all visitors have departed, that the clubhouse is locked, that no trash remains, that the entry/access gate/wire is closed and locked, and the flying field flag is lowered.

Pit Operations

1. Taxiing in, into, or through the pit area is not allowed if deemed unsafe because of too many people are in that area.

2. Testing of radio systems, engines, and preparing models for flight must take place in the pit area.

3. Extended running of engines for break-in purposes in the pits is a noise and safety hazard. Please move to the north end of the pit area away from other pilots.

4. When running and tuning your glow fuel engine please be sensitive to the wind direction,

spectators, adjacent pilots and their equipment, and do not blow engine exhaust all over them.

5. The flight stations are used for the pilots to stand at when they are flying; all preparation for flight must be done in the pit area.

6. Please set up the flight station fences before any flying starts, and take down the flight station fences before the last person leaves for the day. Please place those fences on the clubhouse roof over the shade area.

7. All models must face the flight line while engines are being started and run. Avoid pointing them at active flight stations.

Other

1. Flying hours are from 9:00am to 5:00pm unless further limited by gun club operations; currently the gun club skeet shoots on Wednesdays and Sundays; flying on those days is some times difficult depending on what's going on at the shooting range. Coordination and courtesy is required with the gun club if skeet shooting is going on at the same time of you wanting to fly. Please be safe and stay out of the way of skeet shot and keep your planes far from the shooters and spectators. Use common sense and let's work together with the gun club to promote good will at all times.

2. Night flight is not permitted, unless otherwise approved for a special event.

3. It is strongly recommended that members do not fly alone.

4. There shall be no flying while the airstrip is being mowed.

5. All vehicles must remain on the roads/trails in the gun club and in the parking area of the flying field.

6. The clubhouse and spectator/parking areas may not be used as pit area. However, a plane owner may work on set up or repair of his/her plane at their vehicle if they wish, but no gas or glow fuel engine running in these areas.

Emergency Contacts

Gun club: 252-473-6655

Police: 911

Fire: 911

Hospital: 911

SAFETY RULES

1. All flight equipment must be inspected and radio checked before the initial flight each day.

2. Each transmitter must display frequency identification if fixed channels are used during a large event.

3. Flight operations are allowed from designated flight stations only.

4. No more than three (3) persons (pilot, spotter, instructor, student, or other) should be at the flight station while flying. Other crew will stand back.

5. Pilots and crew must remain behind the fence of their flight station. Other pilots and crew in the pit area must stay away from the flight stations, and stand or sit in the spectator boundary area.

6. Use extra caution when starting engines and taxiing out of flight stations for takeoff.

7. All takeoffs and landings should be made from the airstrip in the same direction according to the upwind direction.

8. Takeoffs/landings over the spectator/parking area are prohibited.

9. Hand launching is permitted only from the airstrip - positively no hand launching from the flight stations or pit area.

10. No engine restarts shall be made on the runway during events or if another aircraft are flying at that time.

11. Pilots will notify all other pilots/crew when taking the airstrip for takeoff and prior to landing, when dead stick, in any emergency situation, or prior to going onto or across the runway to launch or recover aircraft.

12. Pilots/crew must wait until the airstrip and pattern is clear before proceeding onto the airstrip.

13. Pilots/crew doing this must promptly clear the airstrip once the model is launched or recovered.

14. In any case of a radio or mechanical malfunction while a model is in the air, warn others in a loud voice, for example "DEADSTICK!". All personnel should take immediate action to see if they, or others, are endangered by the aircraft.

15. A landing aircraft has the right of way over any aircraft taking off. A "dead stick" aircraft has the right of way over all others.

Limitations

1. No more than four (4) models are permitted in the air at once under normal circumstances.

2. Low altitude/high speed passes and all aerobatics may only be made over the airstrip at a minimum altitude of ten (10) feet and a minimum distance of 30 feet east of the flight stations.

3. Pilots will not fly aggressive maneuvers toward, or at, the flying stations, pit areas, or the spectator areas.

**DARE COUNTY RADIO CONTROL FLYERS
Incident Report Form**

Date and Time of Incident: _____

Model: Fixed Wing Helicopter Other: _____

Category: RC CL FF Other: _____

Model Weight (lb,oz): _____ Actual or Estimated ? Act Est

Power Source: Glow Electric Other: _____ Eng Size: _____ cc/ci

Incident at Club Field? Yes No Incident at Sanctioned Event? Yes No Frequency

control system available? Yes No N/A Yes, but not used.

Frequency of model causing incident: _____ Channel: _____

Other Frequencies in Use: _____

Pilot Stations Available? Yes No N/A Yes, but not used.

Pilot had Spotter Assistance? Yes No Unknown

Weather Conditions: _____

(wind, sunny/cloudy, rain, thunderstorms, etc)

Pilot position orientation: _____

(facing into/away from sun, standing/kneeling, etc)

Was anyone injured ? Yes No

if Yes, who ? (1st injury): Pilot Spotter/Crew Spectator Other:

if Yes, who ? (2nd injury): Pilot Spotter/Crew Spectator Other:

if Yes, medical attention required? No First Aid at site Ambulance/ER Doctor's Office

Was there damage to property, other than the models? Yes No

Primary[P] and Secondary[S] Cause? Other: _____

Pilot Error Pilot Skill Inadequate Rules Rules not followed Field Layout

Weather Radio Problems Mechanical Failure Model Structure failure

Please describe the incident: (continue on back if needed) _____

Names, AMA#, address/phone/email of persons involved or witnesses: (continue on back if needed) _____

*******This form is for information purposes only. It is not an admission of liability.*******