

St. Charles Saints Flying Field Safety Rules

January 2012

The official AMA safety code and all safety rules contained in the AMA Official Model Aircraft Regulations shall be applicable to all flying activities at the field. In situations where specific guidance is not provided, sound judgment must prevail.

The field safety officers shall have the authority to enforce the rules herein. In most cases, a simple warning will remedy a situation. However, if a member deliberately refuses to comply with a specified club rule, the safety officer may report the facts to the Club Officers. The incident shall become club business for discussion and appropriate action taken at the next regularly scheduled club meeting.

The safety rules furnished herein shall be changed by a majority vote of members present at any meeting provided that a quorum of 33 percent of total membership is present.

ARTICLE 1. GENERAL

Section 1. Membership

While on the field, all fliers shall have in their possession their current AMA licenses, and club membership card. Every member has the authority to demand proof of membership from any unrecognized person or non-member. If such is not presented, the member shall direct such person(s) not to fly. If this is not sufficient, the person(s) shall be advised that they shall be considered a trespasser.

Section 2. Noise

Powered flying activity or engine running shall be conducted after 9:00 a.m.. All engines, .049 cubic inch and above shall have an approved muffler or silencer. A muffler or silencer shall be approved when it meets the following qualifications:

- The noise level does not exceed 110 dB. (Decibels).
- Measurement taken with approved dB (decibels) meter.
- dB meter placed one meter (39 inches) from cylinder head. 180 degrees opposite exhaust outlet side exhaust, 90 degrees from exhaust outlet on rear exhaust.
- Measurement taken at full (open) throttle.

The muffler or silencer test shall be conducted by the Safety Officer and only when an engine is suspected of being too loud. Four-cycle engines shall not be required to have mufflers provided that they remain below the dB limits and guided by the same measurement criteria.

Section 3. Field Access

The speed limit on the flying field access road shall be 15 mph in order to keep the gravel on the access road. Automobiles shall not be allowed on the access road when the condition of the road may cause ruts. The last person leaving the field shall secure the entrance (gate) to the field.

Section 4. Visitors

All visitors to the field shall be briefed on the flying field safety rules prior to allowing the visitor to fly.

ARTICLE 2. FIELD OPERATIONS

Section 1. Parking

Parking is permitted only on the west or south ends of the flying field, depending on the wind direction. Driving shall only be within the specified driving area. Do not drive on the take-off and landing area of the field. (Conditions may warrant a very restrictive alternate but cars must stay as close as possible to the perimeter of the field.

Section 2. Pitting

Pitting shall be in the designated pit area beginning at the pavilion end. Engines started and/or operated in the pit area shall be positioned with the nose of the aircraft pointed away from the parking area. This is to prevent accidental release of an aircraft into the parking area. Prolonged ground running of engines, which includes range checks of radios, engine break-in, and extended engine tuning shall be conducted away from the pit area in the designated engine run-up area. These activities shall be kept to a minimum during high activity periods.

Section 3. Field Maintenance

During periods of field maintenance, there shall not be any flying activity. During grass mowing operations the field, including the parking area, shall be closed.

Section 4. Litter

Do not litter the field. Place all trash in the barrel provided except for the following, broken props, debris from crashes, cigarette butts, aluminum cans, glass, plastic and FOOD. Put aluminum cans, glass and plastic in the recycle bucket. Place cigarette butts in the butt cans or completely field strip them. Take debris from crashes and left over FOOD home.

Section 5. Spectators and Children

Spectators and children shall not be allowed on the active flight area at any time, nor shall they be allowed in the pit area or at the pilot station unless invited by a member and supervised by the parent. Children shall not be allowed to wander on the field unescorted at anytime.

ARTICLE 3. FREQUENCY MANAGEMENT

Section 1. Allowable Frequencies

All 2.4 Ghz radios are allowed and recommended. 50 and 53 MHz Ham band frequencies are allowed. All even and odd numbered 72MHz AMA and FCC frequencies are allowed except for the following; 72.190 (Channel 20), 72.210 (Channel 21), 72.230 (Channel 22), All 72 Mhz transmitters and receivers belonging to members or guests must meet AMA narrow band requirements and an AMA gold sticker affixed. All 2.4 Ghz, 50 and 53 MHz Ham band equipment are excluded from this requirement.

No 26-27 Mhz radios will be allowed for airplane use.

Please note, use of 72 Mhz equipment will be allowed at the Saints field, except for noted channels, until such time as it is made illegal by the AMA or other agency with authority to do so. Be advised that

some other fields have ruled 72 Mhz equipment illegal, especially for flying events. Be sure to check with the field before flying there.

Section 2. Frequency Board

Flying operations at the field shall utilize the Frequency Board at all times. The safety officers shall maintain the frequency board. Members shall affix their AMA card or Club card (copies of either card will suffice) to the designated clip under their transmitters frequency, provided that the clip does not have a card affixed. Under no circumstances shall a transmitter be turned on before the above condition has been met. Cards should be removed as soon as possible after completing a flight.

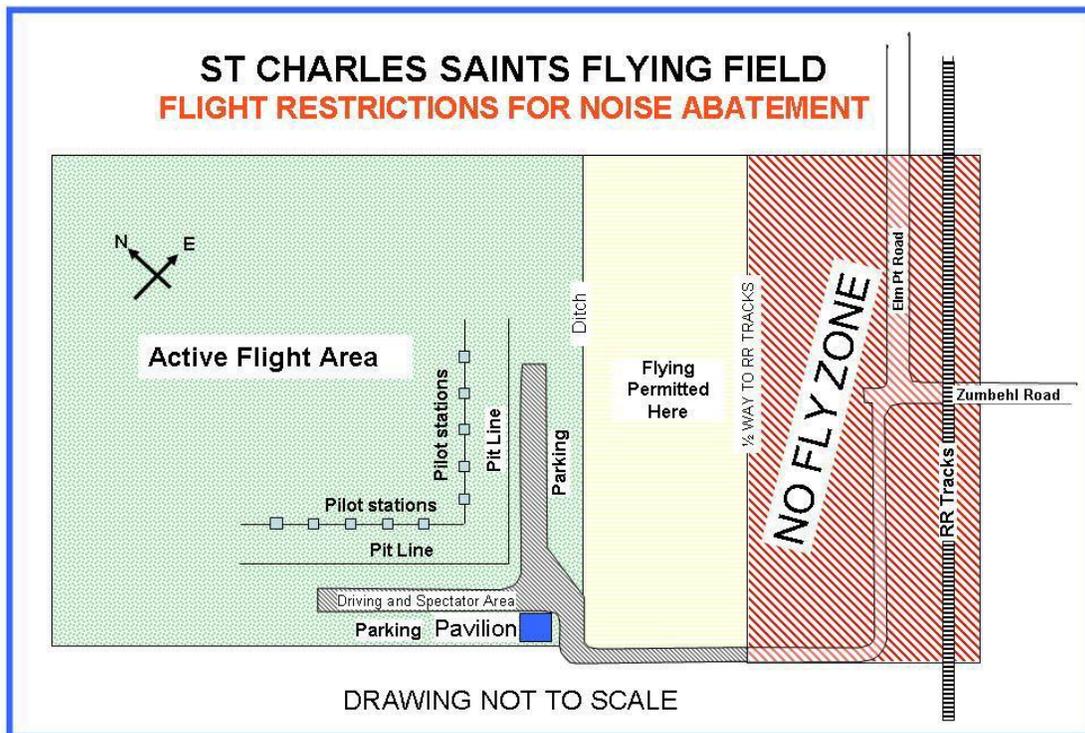
Section 3. Transmitter Frequency Identification

A clearly visible, AMA regulation, numbered frequency plaque shall be attached to the antenna of each 72 Mhz transmitter.

ARTICLE 4. FLIGHT OPERATIONS

Section 1. Flight Restrictions

- Dangerous Operation - Careless, reckless or dangerous flying shall not be permitted, as observed by any three or more club members or a Safety Officer.
- Pits - No flying of any sort which includes take off, landing and hand launching shall be performed from, into, or over the pit, spectator and parking area.
- Farmers - There shall be absolutely no flying over or near (within 500 feet) of the farmer or his helpers when they are working in the crop area. Even if you must land or takeoff into a cross wind or not fly at all to avoid this situation.
- Novice Fliers - During high activity periods, beginning or novice fliers must employ the assistance of an experienced flier.
- Low Passes and Touch and Go Landings - Low passes and touch and go landings shall be conducted in cooperation with other fliers and in such a manner as to prevent a potential hazard to other fliers and spectators.
- Unattended Engine Operation - No running engine shall be left unattended.
- Noise Abatement – There shall be no flying on the southeast side of the field from the point ½ way to the railroad tracks and all points eastward.
- No more than one aircraft may be hovering at a time.
- All hovering and 3D maneuvers are to be done to the north or northwest of the flight line.
- We must avoid flying toward the Villas/Condos as much as possible!



Section 2. Verbal Warnings

A clear and loud verbal warning shall be given to other fliers (and spectators if necessary) along with landing priority for aircraft with the following conditions:

- Potentially hazardous
- Loss of engine power
- Suspected radio interference
- Normal landing

In addition, a clear and loud verbal warning shall be given to other fliers when entering and exiting the active flight area.

Section 3. Taxiing

Aircraft taking off shall taxi on a line perpendicular from pit to runway. Taxiing on the active flight area shall be done in such a manner as to not present a hazard to other fliers. Landing aircraft shall stop at the pilot blocks, shut down the engine and then proceed to the pit area.

Section 4. Aircraft Retrieval

Aircraft shall be retrieved from the active flight area as soon as possible. Whenever possible only one member shall retrieve a downed aircraft in the crop area and every effort shall be taken to minimize crop damage.

Section 5. Gasoline Engines

Smoking shall be prohibited while fueling the aircraft or handling gasoline. A "kill switch" shall be required on all gasoline engine powered aircraft.