

# **PHANTOM FLYERS RC MODEL AIRPLANE CLUB ST. LOUIS, MO**

## **SAFETY & FIELD USE RULES**

**AUTHORIZED AND PUBLISHED BY  
THE  
BOEING EMPLOYEES' RC MODEL  
AIRPLANE CLUB**

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## **SAFE FLYING IS NO ACCIDENT**

**Everyone is hurt when a careless action causes an accident. Most modelers will react favorably and will comply with Safety Rules if the modeler is given factual information. This booklet provides specific Safety Rules and requirements for safe flying. Follow these Rules and requirements for safe flying. Follow these Rules and you will save your hobby, save your airplane and maybe save someone from serious injury. Protect your right to fly!**

## **SAFETY & FIELD USE RULES**

**THE FIELD SAFETY OFFICER OR ANY CLUB MEMBER SHALL HAVE THE AUTHORITY TO ENFORCE THE RULES HEREIN. IN MOST CASES, A SIMPLE WARNING WILL REMEDY A SITUATION. HOWEVER, IF A FLYER DELIBERATELY REFUSES TO COMPLY WITH A SPECIFIC RULE, THE SAFETY OFFICER OR CLUB MEMBER MAY REPORT THE FACTS TO THE CLUB PRESIDENT. THE INCIDENT SHALL THEN BECOME CLUB BUSINESS FOR DISCUSSION AND APPROPRIATE ACTION AT THE NEXT REGULARLY SCHEDULED CLUB MEETING. FLAGRANT OR REPEATED VIOLATION OF THE SAFETY & FIELD USE RULES IS GROUNDS FOR ACTION BY THE CLUB UP TO AND INCLUDING THE REVOCATION OF FLYING PRIVILEGES.**

- 1. The official AMA Safety Code and all Safety Rules contained in the AMA official Model Aircraft Regulations shall be applicable to all flying at the field. In situations where specific guidance is not provided, sound judgement must prevail.**
- 2. The Safety & Field Use Rules furnished herein may be changed with the approval of proposed changes by majority vote at a club meeting.**
- 3. While on the field, all flyers must have in their possession their current AMA License, Club Membership Card, and FCC License (if required).**
- 4. All flyers shall be members of the Boeing Employees' Radio Control Model Airplane Club, Inc. Any club member may sponsor a guest flyer(s). No guest flyer may be sponsored more than 3 times each year. Open events involving fliers sponsored by the Club, and guest fliers must have in their possession their current AMA and FCC License (if required) and must comply with all Safety & Field Use Rules.**
- 5. All flyers, both members and guests, must have current AMA membership and must operate models within the limitations of that AMA membership. AMA Park Flyer members may operate models only within the limitations of the AMA Park Flyer membership.**
- 6. Radio controlled aircraft activity have absolute priority use of the field.**
- 7. No engine operation will be allowed between sunset and 8:00 a.m. For contests or other special**

**Club activities, these requirements may be waived by the Contest Director or the President.**

- 8. Spectators are only allowed in the pit area or on the flying field when escorted by a Club Member. Children shall be allowed in the pit area only if closely supervised. Children shall not be allowed on or near the runway at anytime, unless they are trained and qualified fliers. Do not allow children to wander unescorted at anytime.**
- 9. Animals must be restrained.**
- 10. No flying of any sort shall be performed from, into or over the hazard area. The hazard area includes the pit, spectator, and parking areas. (See Figure 1)**
- 11. Deliberate flight over the pit, spectator, or parking area is prohibited. Low passes and touch and goes shall be conducted in cooperation with other flyers and in such a manner as to prevent hazard to other flyers and spectators**
- 12. Under no condition shall a transmitter be turned on before your membership card has been placed in the appropriate spot on the frequency control board. Remove your membership card from the rack after turning off your transmitter.**
- 13. After acquiring the radio frequency as defined in Rule 11, turn on transmitter and observe aircraft in operation for abnormalities. If none, proceed to start aircraft in a safe manner. If you observe any aircraft experiencing abnormal operation after radio turn on, shut off your transmitter immediately.**
- 14. All airplanes must be physically restrained when the engine is running while the airplane is in the pit area or on the taxiway behind the pilot's line. Taxiing onto the runway is allowed forward of the pilot's line. When retrieving an airplane from the runway, the engine shall be stopped prior to crossing the pilot's line when returning to the pit area.**
- 15. Do not stand in line with a spinning propeller.**
- 16. A supervised transmitter impound shall be employed during contest activity or other activity when so designated by the Contest Director.**

17. When frequency sharing is necessary, possession of the frequency shall be limited to 20 minutes.

18. Models shall not exceed 98db at 9 feet. A noise waiver maybe requested using the clubs noise waiver process.

19. Models shall be parked in the pit area. Keep walkways clear.

20. Prolonged ground running of engines, e.g., break-in, will be conducted away from the pit area.

21. Engines started and/or operated in the pit area must be positioned to prevent exhaust, oil, dust and dirt from being blown on spectators, other models, equipment, and/or parked cars.

22. All runway activities including takeoff, landing, touch-and-goes and model retrieval shall be clearly and loudly announced to the other pilots on the pilot's line. (i.e. "on runway", "runway clear", etc.)

23. All pilots must stand on the pilot's line on the downwind side of the taxiway. (Not on the runway, taxiways, or the opposite side of the runway.)

24. Take-offs (including hand launches) and landings shall be forward of the pilot's line. Before crossing the runway to place or retrieve a model, the flyer will (1) ascertain there is no other immediate traffic and (2) advise any other flyers of your intentions. (See also Rule 20)

25. Turns after take-off and during approaches to landings shall be conducted so as to prevent flight over the pits, spectator, or parking area.

26. Careless, reckless, or dangerous flying shall not be permitted.

27. Glider/sailplane launching devices may be utilized only in full cooperation and full cognizance of all flyers at the field.

28. Under all circumstances avoid flying in the proximity of low-flying full-scale aircraft. If in doubt of the path of the full-scale aircraft, land your model and wait until it is safe to resume flight. All flyers

must warn each other of approaching full-scale aircraft.

29. When an approaching model appears to be potentially hazardous to flyers or spectators, any observer(s) will loudly and clearly warn others of the danger.

30. The flyer of a "dead stick" model shall loudly and clearly warn other persons of the situation. Landing priority will be given immediately. (See also Rule 21)

31. When a model experiences suspected radio interference, the pilot, or his/her helper, shall loudly and clearly warn other flyers of the situation. Landing priority shall be given immediately to the flyer/model experiencing the difficulty. (See also Rule 21)

32. No more than two persons (preferably one) shall retrieve a model on or near the runway. Do not allow unqualified persons to retrieve or help retrieve a model stopped on the runway. When retrieving a model on or near the runway, be extremely cautious and aware of approaching models. It is very difficult for the flyer making a landing approach to see a person on or near the runway. Observers/helpers shall warn persons on or near the runway of approaching models. (See also Rule 21)

33. No vehicles shall be driven onto the flying field forward of the safety fence. (Exception: field maintenance vehicles.)

34. During periods of field maintenance and grass mowing operations, every consideration for safety will be given. Do not make low passes or touch and go landings when the mower is in the vicinity of the runway. Keep the grass cutter advised of approaching models, particularly during take-offs and landings. Grass cutting shall have priority.

35. Do not litter on the field. Place all trash in the provided barrels.

36. The shelter will not be used as a pit area. Equipment may be placed in the shelter during inclement weather and for assembly.

37. All gasoline powered aircraft must have a properly rated fire extinguisher in the pit area that is provided by the owner of the model.

38. Prior to first flight of an airplane (or significant rework), the airplane should be inspected by someone other than the owner.

39. Powered Aircraft must have rounded prop spinners or blunt face hubs such that no propeller shaft threads protrude.

40. The last person to leave the field is responsible for locking the field.

