

PHANTOM FLYERS RC MODEL AIRPLANE CLUB
St. Charles, MO
September 2024

This booklet provides specific Safety Rules and requirements for all to follow creating a safe flying environment. These rules must be followed to save our field, our hobby, our aircraft, and prevent all members and guests from serious/fatal injury.

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 AND EXPULSION FROM THE CLUB WITHOUT DUES REFUND.
1. The current Academy of Model Aeronautics National Model Aircraft Safety Code 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 Phantom Flyers RC 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 aircraft* within the limitations of that AMA membership.
 6. Radio controlled aircraft activity have absolute priority use of the field.
 7. No engine/electric motor 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 with the consent of the President or Vice 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 at all times while on premises.
 10. No flying of any sort shall be performed from, into or over the hazard area. The hazard area includes the pit area, pilot's line, pavilion, spectator, and parking areas. (See Figure 1).
 11. Deliberate flight over the hazard 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. If flying using a 50 or 72 MHz single channel transmitter:
 - Under no condition shall the 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.
 - After acquiring the radio frequency, 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.
 - A supervised transmitter impound shall be employed during contest activity or other activity when so designated by the Contest Director.
 13. All aircraft must be physically restrained when the engine is running or electric motor power is connected while the aircraft is in the pit area or on the taxiway behind the pilot's line. Taxing onto the runway is allowed forward of the pilot's line. When retrieving an aircraft from the runway, the engine/electric motor shall be stopped prior to crossing the pilot's line when returning to the pit area.
 14. Pilot and bystanders must ensure no one is standing in line with a spinning propellers, fan blades, rotor blades, etc.
 15. Aircraft shall be parked in the pit area. Keep walkways and taxiways clear.
 16. Prolonged ground running of engines/electric motors, e.g., break-in, will be conducted away from the pit area.
 17. Engines/electric motors started and/or operated in the pit area must be positioned to prevent exhaust, oil, dust, dirt and debris from being blown on spectators, other aircraft, equipment, and/or parked cars.
 18. All runway activities including takeoff, landing, touch-and-goes and aircraft retrieval shall be clearly and loudly announced to the other pilots on the pilot's line. (i.e. "on runway", "runway clear", etc.).
 19. All pilots must stand on the pilot's line. (Not on the runway or taxiways.)
 20. Take-offs (including hand launches) and landings shall be forward of the pilot's line. Before crossing the runway to place or retrieve an aircraft, the flyer will (1) ascertain there is no other immediate traffic and (2) advise any other flyers of your intentions. (See also Rule 25)
 21. Turns after take-off and during approaches to landings shall be conducted so as to prevent flight over the hazard area.
 22. Careless, reckless, or dangerous flying shall not be permitted.
 23. Glider/sailplane launching devices may be utilized only in full cooperation and full cognizance of all flyers at the field.
 24. 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 aircraft and wait until it is safe to resume flight. All flyers must warn each other of approaching full-scale aircraft.
 25. When an approaching aircraft appears to be potentially hazardous to flyers or spectators, any observer(s) will loudly and clearly warn others of the danger.
 26. The flyer of a "dead stick" aircraft shall loudly and clearly warn other persons of the situation. Landing priority will be given immediately. (See also Rule 25)
 27. When an aircraft 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/aircraft experiencing the difficulty. (See also Rule 25)
 28. No more than two persons (preferably one) shall retrieve an aircraft on or near the runway. Do not allow unqualified persons to retrieve or help retrieve an aircraft stopped on the runway. When retrieving an aircraft on or near the runway, be extremely cautious and aware of approaching aircraft. 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 aircraft. (See also Rule 25)
 29. No vehicles shall be driven onto the flying field forward of the safety fence. (Exception: field maintenance vehicles.) Under no circumstance is anyone permitted to drive on any property not leased by the club.
 30. During periods of field maintenance and grass mowing operations no flying is permitted.
 31. Do not litter on the field. Anything brought to the field must be taken home with you unless advanced authorization is provided by a club officer. Please pick up and take home any additional trash you find at the field.
 32. The area under the pavilion may be used for aircraft assembly, however, no liquids may be secreted on any pavilion furnishing surface. Fueling, de-fueling, and cleaning must be performed in the pit area. Equipment may be placed in the shelter during inclement weather.
 33. All gasoline powered aircraft must have a properly rated fire extinguisher in the pit area that is provided by the owner of the aircraft.
 34. Prior to first flight of an aircraft (or significant rework), the aircraft should be inspected by someone other than the owner prior to flight.
 35. Powered Aircraft must have rounded prop spinners or blunt face hubs such that no propeller/rotor blade shaft threads protrude.
 36. The last person to leave the field is responsible for locking the lavatory, container, and field gate.
 37. No one is to enter any farmer's field where visual site of the flying field cannot be maintained without assistance and constant communication with another member on the flying field and utilizing the aircraft retrieval system located in the lavatory. Under no circumstance is anyone permitted to damage the farmers land or crops.
 38. Each club member must submit emergency contact information (name & phone number) to the club Secretary. An emergency contact list will be maintained inside the frequency board and/or lavatory.
 39. No open flames of any kind shall be allowed at the field without the consent of a club officer.
 40. All aircraft under power must be flown past the hazard area as defined in Figure 1. When not under power, gliding models may be flown anywhere EXCEPT the hazard area defined in Rule 10.
 41. No firearms are allowed past the Spectator Safety Fence and must be secured in a vehicle.
 42. Prior to flying, pilots must verify visibility to be a minimum of 3 miles and the lowest reported cloud level to be at least 500 feet above the highest altitude to be flown. These minimums are based on the official reported conditions at Lambert St. Louis International Airport. An accepted source for these conditions is the KSTL Meteorological Encoded Terminal Area Report (METAR) available from multiple sources including on the home page of the club website (phantomflyersrc.com). An alternate source is the Automated Surface Observing System (ASOS) recorded data which can be obtained at 314-238-8419.
 43. The pilot of an aircraft is solely responsible for obtaining suitable equipment and its effective use to safely start and maintain full control of all aircraft systems during startup, or energizing of propulsion system elements, taxi or otherwise moving the aircraft to takeoff position and through shutdown or de-energizing of propulsion systems after landing.
- * Aircraft used herein refers to any hobby vehicle flown at the flying field which includes, but is not limited to, airplanes, helicopters, gliders, multi-rotor vehicles, and First Person View Vehicles (FPV).

