

## Saints RC Flying Club Field Rules

The following activities are NOT permitted in any way, form, or manner:

- Individuals are NOT allowed to fly or spot in any capacity if under the influence of alcohol, recreational drugs, or prescription medications that may affect or impair their judgment.
- All people visiting the field are expected to stay in the club field area and not wonder around the land owner's property unless an event that encompasses additional areas is in progress.

### GENERAL SAFETY RULES

The rules listed below apply to all club members, all visiting flyers, guest flyers, guests, and the general public:

- 1) All club members, guest flyers, event flyers, and other individuals operating model aircraft at the flying field will be a current MAAC member in good standing.
- 2) Individuals who are not current club members in good standing and/or DO NOT have a valid and current MAAC membership are NOT permitted to fly anywhere on the field.
- 3) All flying will take place ONLY in the club designated areas and will not be conducted on the land owner's adjoining property.
- 4) All flight operations will be conducted below the Club field altitude limits.
- 5) Flying individuals are encouraged to use a spotter if available, especially if more than 2 individuals are flying at once.
- 6) Every flying individual and spotter needs to be aware that periodically, full-size aircraft will be passing over the field, flying at various altitudes and speeds. Always practice "see and avoid" procedures including reducing altitude or landing if required.
- 7) Every flying individual is responsible for reviewing and adhering to ALL applicable MAAC safety code, instructional, and MAAC Policy documents for the type(s) of model aircraft they own, operate and maintain.
- 8) Every flying individual is responsible for understanding the limitations and associated rules for each of the categories of the aircraft they are flying, such as park flyer, FPV, 3D, sport, pattern, combat, racing, turbine, large model, giant scale, etc.
- 9) All First-Person View (FPV) flying will comply with the MAAC latest FPV rules, guidelines, recommendations, and safety code documents.
- 10) INJURY or EVENT: Should an individual be injured for any reason or should an accident cause property damage (no matter how minor), both the originating or and/or affected individual(s) will report the injury and/or event to club's President and/or available executive member as soon as possible.
- 11) Failure to follow the documents mentioned above will lead to a loss of flying privileges and loss of good standing in the club.

## FIELD FLIGHT and EQUIPMENT RULES

- 1) All radio transmitting equipment must be FCC approved. This includes all radio control transmitters, all FPV transmitters, transmitting data receivers, transmitting cameras, etc.
- 2) Aircraft control transmitters that are not narrowband compliant will not be allowed to operate at the club field.
- 3) Individuals using 72 MHZ transmitters must check with any other pilots using 72 MHZ transmitters to coordinate use between the individuals prior to using the frequency for any purpose. If coordination is not possible, then the 72 MHZ systems will not be used for any reason at the field.
- 4) Mufflers are required on all internal combustion engines of any displacement.
- 5) Aircraft engines may be started at the pit area but aircraft should be carried to the flight line entrance at either end of the flight line. Aircraft can be taxied to the take off point. Care must be taken to ensure prop blast toward the spectators and fellow modelers are kept to a minimum.
- 6) The flight pattern will be established with all takeoffs and landings made into the prevailing wind. The only exception to this rule is if the aircraft is "dead-stick" or there is an emergency, and the controllability of the aircraft is in question. On calm days, takeoffs and landings will be mutually agreed upon by flyers at the flight line.
- 7) Upon completion of the flight, the aircraft engine will be shut down at the pilot line, and the model will be carried or pulled back to the pits. The individual operating the model will NOT taxi towards spectators or spectator area. The pilot will avoid taxiing toward the pit area as well.
- 8) Unnecessary flying of any aircraft over the spectators, sheds, pits, pilot stations, or parking area for any reason is prohibited.
- 9) During takeoff and landing operations, all intentions shall be announced to make your fellow flyers aware. This will include the following:
  - "Taking-off" – when you are taking the runway for takeoff.
  - "Landing" – when ready to land, stop, and taxi.
  - "Touch-n-go" – when you intend to do a touch-n-go landing without full stop.
  - "On the field" – when it is necessary for someone to cross the runway.
  - "Dead-stick" – when your engine has stopped, and landing is imminent.
  - "Heads-up" – if your aircraft malfunctions and controllability is in question.
- 10) "Dead-stick" and "Heads-up" aircraft will have the right-of-way over all other aircraft, and other flyers should give-way to the disabled aircraft.
- 11) Excluding designated takeoffs and landings or emergencies, ALL general flying, hovering, aerobatic flying, FPV, high speed, and low passes WILL ONLY take place beyond the runway. The runway and area immediately above the runway are for takeoff and landing operations only.

## END OF RULES