



Tri-City Radio Control Modelers
Safety and Field Rules
Effective June 2008

1. Academy of Model Aeronautics (AMA) Safety Code shall be strictly followed and enforced.
 - a. It is expected that all conversations between flying field attendees be polite in nature and using vocabulary acceptable for a family setting.
2. Flying is limited to members of the Tri-City Radio Control Modelers (TCRCM), student pilots with a club-approved instructor, and guests who have demonstrated an ability to fly. Guest pilots who are participating in a club event or are flying as a guest of a TCRCM club member must be members of the AMA or the Model Association of Canada, Inc. (MAAC). Frequent guests of TCRCM who fly at the club fields are subject to the TCRCM club rule of a maximum of three (3) cumulative days use per year (sponsored club events excluded) after which they must become a club member .
3. Only pilots and their assistant, students with an instructor, and officials of a club event are allowed in the pilot area and on the flight line.
4. All pilots are to use frequency control...No frequency pin - No flying. (If you knock an airplane out of the air because you turned on your transmitter without a frequency pin, you are obligated to replace the damaged airplane and radio equipment!!!) There are several pins for 2.4 GHz SS use. They are not technically required but to keep the habit of frequency control for other channels they are available and use encouraged. When obtaining a frequency pin from the board, leave your AMA card, club membership card, or driver's license in the slot so other members with the same frequency know who has the pin.
5. When more than one person has a transmitter with the same frequency, the maximum pin possession time per use is limited to 20 minutes.
6. Cross runway takeoffs and landings towards the flight line are not permitted.
7. Powered aircraft under dead stick condition or non-powered aircraft have the right-of-way for landing. A pilot of a dead stick aircraft must alert other pilots on the flight line by shouting, "Dead Stick".
8. 3D flying (airplane or helicopter) often involves unpredictable erratic maneuvering and prolonged hovering over the runway. It is understood this makes many pilots uncomfortable while flying airplanes in a traditional manner. 3D flying is allowed at the field but the following guidelines apply.
 - a. If traditional airplane flying and 3D flying are to occur at the same time (mixed flying) then the pilots involved must agree. The burden is on the 3D pilot to insure any pilots currently flying are in agreement to mixed flying before taking off.

- b. When any pilot (3D or traditional airplane) on-site is not comfortable with mixed 3D and traditional airplane flying then a gentlemen's agreement of equitable flight sharing or time sharing shall prevail.
 - c. 3D pilots flying over the runway during mixed flying must give way to airplanes taking off and landing.
 - d. Helicopter pilots that want to practice basic hovering may do so at the east end of the field between the runway and the tool shed. Hovering practice may also be conducted over the runway but the 3D flying rules will apply.
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9. Glider hi-starts are permitted only when there are no powered RC aircraft at the field.
10. Glider tow-planes operation is permitted.
11. Pilots are to cleanup after themselves and to keep the flying fields clean. It is preferred that pilots take their garbage home with them if possible.
12. The numbers on the combination lock must be scrambled immediately after unlocking an entry gate.
13. The last person to leave the field must lock all of the gates.
14. Dogs are allowed at the field as long as they are on a leash and the owner cleans up after them. The owner must remove barking dogs from the ORV field.
15. Parents or guardians must keep young children within their control at all times. Specifically, children are not permitted in the pit area and near operating aircraft. Parents and guardians are responsible for any aircraft or equipment damage caused by the children or any injuries they may suffer.
16. Flying is permitted from sunrise to sunset throughout the week. Access to the field at all times is through the gate at the western entrance to the ORV Park (Beardsley Road). Flyers must lock the gate behind themselves when the ORV Park is closed (Mondays and Tuesdays), and the month of December. The locks must be re-secured to the chain at the road gate after opening to prevent loss.
17. Flying is not permitted when the dirt track immediately adjacent to the field is being used for a dirt bike event. (This usually only occurs four days per year).
18. Plane taxiing is only permitted outside (runway side) of the safety fence, i.e. no taxiing within the pits.
19. Flying is not permitted when the grass is being cut or otherwise being maintained.
20. Pilots must stand on or next to one of the five (5) pilot stations (small cement pads). There shall be no more than five (5) aircraft in the air at one time. Spotters are strongly recommended when more than three aircraft are in the air at the same time.
21. Motor vehicles are not permitted on the grass except for field maintenance or by special permission from the club president or his/her designate.
22. Motor vehicles are not to be parked in front of the main gate to the field except to unload or load planes, equipment, etc.
23. Some means to control fuel overflow during fueling should be employed to prevent contamination of the environment and damage to the grass.
24. Mats (carpet remnants) shall be used under planes with downward directed exhausts to protect the grass from hot exhaust gases, excess fuel and oil.

25. Flying is permitted only on the runway side of the safety line. The safety line is the edge of the runway nearest the pilot.