

**WASHINGTON R/C FLYERS, INC.**  
**RULES AND REGULATIONS**  
**(Last updated 8/21/2008)**

It shall be the responsibility of each member of Washington R/C Flyers Inc. to be advised of the rules and regulations of the clubs flying site. It is also the responsibility of each member to remind any member, and/or nonmember guest of any infraction of these rules and regulations and to report any consistent infractions to the club officers. These rules and regulations were formulated through many years of experience and adopted by the club members of Washington R/C Flyers Inc. to promote safety and good flying habits. A consistent set of rules and regulations are necessary to maintain "traffic control" in order that all model pilots and spectators can enjoy our hobby to its fullest extent in as safe a fashion as possible.

**GENERAL RULES AND REGULATIONS**

1. All AMA rules and regulations shall be adhered to strictly.
2. No internal combustion flying or engine running prior to 9am Monday thru Saturday and noon on Sunday or after sundown. Electric power aircraft can be flown sunup to sundown.
3. All spectators must stay behind the safety fence unless accompanied by a pilot.
4. There will be no running or horseplay in the pit area. Members are responsible for their guests, children, and pets.
5. All radios must comply with the current frequency requirements of AMA sanctioned events.
6. Pilots must not turn on transmitters prior to securing the frequency pin via the Frequency Control Board.
7. A frequency is secured by placing your AMA membership card into the frequency pin holder and removing the pin marked with the frequency corresponding to the frequency of your transmitter.
8. A frequency pin must be attached to the corresponding transmitter before & during use.
9. No chairs or other obstacles shall be placed on the flight stations. This rule does not apply to persons confined to wheelchairs due to permanent or temporary physical handicaps. In this case the person is allowed to occupy a flight station provided a helper is at his side to assist in all matters, including safety.
10. Mufflers are required on all engines above 0.051 cubic inch displacement.
11. Should any complaints arise from a non-member, get their name and address, and assure them that their concern will be relayed to the club officers who will address their complaint and reply to them in a timely and appropriate manner.

**FLYING RULES AND REGULATIONS**

1. Four lines in a North/South direction divide the field. The pilot stations and the red/white posts designate the Pilot Line ... all pilots must stand on a red pilot station placed along the Pilot Line while flying. The Safety Line is located 10 feet east of the Pilot Line and extends from horizon to horizon. Orange cones designate the safety line. All flying must take place east of the safety line. The gray colored blocks between the Pilot Line and the fence designate the eastern most extent of the pits and the fence designates the western most extent of the pits.
2. The flight area begins at the Safety Line and extends north to the entrance road, south to the railroad tracks and east to the tree line. Aircraft must be kept within these boundaries.
3. All pitting activities must take place within the pit area with aircraft oriented to the east.
4. All engines shall be started in the pit area or in the Engine Test Area.
5. All planes shall be restrained or have a safety restraint in place when the engine is being started and prepared for flight. Either mechanical restrains or a helper are appropriate.
6. Engines are to be started within the Pit Area, and on return, shut down prior to crossing the Pilot Line. (The Engine Test Area is the only exception)
7. The Engine Test Area must be used for tuning, testing and break-in of engines that exceeds a couple of minutes running time. It is located along the tree line between the mower shed and the outhouse.
8. All take-off, flying and landing, with the following possible exceptions, must be made with the pilots standing at a designated pilot station:
  - a) New Models (first few flights)
  - b) Emergencies
  - c) Students (after take-off, the pilot (and instructor) must immediately return to a designated pilot station.)
9. All take-off, flying, and landing will be executed using the pattern agreed upon by the pilots currently flying.
10. The first turn after take-off must be made away from the Safety Line.

11. Pilots taking-off must yield to landing models (i.e. landing aircraft have the right-of-way). To ensure right-of-way of dead stick landings, "Dead Stick" shall be announced in a loud and clear voice.
12. No take-off or landing is allowed while anyone is on the runway. Any individual wishing to walk onto the runway must obtain permission of all airborne pilots prior to entering the flight area.
13. No flying in the immediate direction of pilots or the pit area is allowed.
14. No more than five aircraft are permitted in the air at any one time.
15. Pilots of new or repaired aircraft may request clear air for flight-testing. At that time, no other pilot may operate his equipment until the pilot requesting clear air has had the opportunity to flight test his craft. Pilots with planes in the air may complete their flight.
16. When in doubt, use good common sense. Special consideration shall be given to emergency situations.

#### **RECOMMENDED PRACTICES**

1. Move behind the aircraft after starting the engine.
2. Limit engine running in the pits to starting and small carburetor adjustments. More involved tuning should be done in the provided Engine Tuning Area.
3. Don't practice multiple consecutive flights; other pilots may be waiting to use the frequency. Be considerate.
4. Helicopters practicing stationary hovering should do so in the designated hovering practice area.
5. Flight line communication is highly encouraged. Please announce flight operations of which other pilots should be aware.
6. Make an attempt to know which fellow members share your frequency. This knowledge will allow you to approach that member and let them know that you are sharing their frequency long before one of you forgets to check that the frequency is available.

#### **ENFORCEMENT OF RULES AND REGULATIONS**

Safety at the flying field, through adherence to our safety rules and regulations, is the responsibility of all club members. The responsibility is not limited just to following the safety practices, but includes helping others understand when their actions are not in accord with the club safety norms. The following steps are defined to ensure that all members understand their roles and responsibilities within the enforcement procedures:

Step 1 - Safety Knowledge: The Safety Officer and Club Officers will provide each new member with a copy of the club safety rules and regulations. An additional copy of the rules and regulations shall be prominently posted at the frequency board and on the club web site. It is the responsibility of all members to read, understand and adhere to the club safety rules and regulations.

Step 2 – Guidance: All club members are responsible for maintaining a high level of safety at the flying field. That includes a responsibility for making visitors and fellow club members aware of the correct safe operating procedures when a deviation is noticed. It is the responsibility of all club members to both give and receive safety guidance in a professional manner.

Step 3 - Verbal Warning: When a club member feels that a fellow member is disregarding guidance and continuing to operate in an unsafe manner, they have a responsibility to make the Safety Officer or a Club Officer aware of their concerns. The Safety or Club Officer will then investigate the stated concerns. If the concerns are deemed to be accurate, then the safety officer is responsible for providing the member with a verbal warning.

Step 4 - Written Warning: If a further infraction occurs, the verbal warning will be followed with a written warning in the form of a document from the safety officer to the individual who continues to commit the safety infractions. This document will be written with the consensus of the safety and club officers and will provide the club member with the steps to be taken if further infractions occur. Those steps, depending upon the severity of the infraction, could include either a grounding period or a termination of membership.

Step 5 – Grounding: If a further infraction occurs, the written warning will be followed with a letter communicating that the actions outlined in the "written warning" are being enforced.

Club Expulsion: In the event that the safety and club officers determine the infraction is severe enough, or that the general safety of fellow club members and or flying site visitors is repeatedly being disregarded, the Club Officers reserve the right to terminate the membership of the responsible individual. The decision of the officers will be in a written form delivered either in the mail or in person. At the discretion of the Safety and Club Officers, the expulsion may be brought before the membership for a Vote.