

RIVER CITY RADIO CONTROLLERS
SAFETY RULES
MAY 1, 2019

GENERAL SAFETY AND FIELD OPERATIONS

- **Flying Field Hours:** The field is open from dawn to 10:00 pm. Electric-powered and non-combustion powered aircraft can be operated from dawn to dusk. Fuel (glow and gas) aircraft are not permitted before 10:00 am and must cease at dusk. The exception is club approved events.
- **Flying Boundaries:** All pilots and guest pilots must have a thorough understanding and comply with the boundaries of our flying site. Violations of these boundaries can result in the loss of our flying site. The boundaries are posted at the field.
- **AMA & RCRC Membership:** All pilots must be current members of AMA and be a current member RCRC. The exception is guests and special events. All pilots must display their AMA cards with a current RCRC sticker on their person for verification (even if not flying, card must be displayed if pilot is on inside of the fence). Pilots using 72 MHz and HAM must also display a frequency pin.
- **Guest Pilots:** Guests of a RCRC member must have a current AMA card and be supervised by that RCRC member while they are at the airfield and must sign the parks waiver of liability. Guest will be limited to flying a maximum of three times per year. After that, the guest will be required to join RCRC.
- **Starting Aircraft in Pits:** All aircraft must be pointed towards the runway when starting. Do not accelerate engines beyond a fast idle until you are positioned behind the airplane and it is properly secured. Do not stand in front of or to the side of a spinning propeller.
- **Turbine Powered Aircraft:** Turbine-powered aircraft are not permitted. The only exception is during club approved events.
- **Pilot Safety:** Do not talk to other pilots or otherwise distract them when they are in the process of starting an engine. Do not wear loose clothing, transmitter neck straps, or things in pockets which could get caught or fall into a turning propeller. Make sure that you have the skills required for the safe operation of the type of aircraft you are about to fly. If you need help, please ask a more experienced pilot.
- **Pit and Flight Areas:** The only persons permitted in the pit area during flying are those holding a current AMA and RCRC club membership. The exception is guest pilots as stated above, club-sponsored events, and guest spectators as stated below.

- **Guest Spectators:** All spectators must remain behind the fence. The only exception are family members and guests of pilots, who may enter the pits but must stay in the table area and be under the direct control of the member at all times. The only exception is guests requesting a “hands-on demonstration” who can stand beside the pilot at the flight station. It is the responsibility of the member to keep their guest safe and aware of safety guidelines.
- **Engine Tuning:** When having difficulty tuning an engine or breaking in an engine, use the table at the far south end of the pits so as to not disturb other pilots.
- **Grass Cutting:** No flying will be permitted when the grass is being cut inside of the fence.
- **Pets:** All pets must be kept on a leash and remain behind the fence. All other park rules regarding pets must also be observed.
- **Smoking:** No smoking is permitted inside the fence area, including in and around the pavilion.
- **Alcoholic Beverages:** No alcoholic beverages are permitted at the field or in the park area at any time.
- **Junior Members** (under 18) must have a legal guardian present at the field while junior member is flying. No drop off.

FLYING SAFETY

- **Flying Direction:** The general flying direction is a rectangular or oval pattern determined by the direction of the wind. With wind direction coming from the left, the pattern will be to take off to the left and make right turns. With wind direction coming from the right, the pattern will be to take off to the right and make left turns. Check with other pilots if unsure of direction. Do not fly over the pit area or any closer to flight stations than the paved runway.
- **Take-off and Landing Procedures:** Always communicate to other pilots by stating your intention for take-off and landing. Landing aircraft have right of way. Do not taxi onto the runway until you first check if it is clear and not before communicating to other pilots. Once landed, taxi off the runway as quickly as possible and let other pilots know when the runway is clear. Do not take off or land in the grass between the flight stations and the runway. All grass take-offs and landings must be done on the grass runway on the far side of the paved runway.
- **Emergency Flight Procedures:** In the case of an emergency such as dead stick, crash or loss of control, let other pilots know of the situation immediately. Dead stick landings have priority over other flight operations.

- **Crossing the Runway:** In case you need to cross the paved runway, first make sure it is safe with no planes in the flight path. Then communicate to other pilots that you need to cross the runway. Before you cross, get confirmation from other pilots that it is OK to cross. Pilots needing to land have priority. Let all pilots know when you have safely crossed back over the paved runway.
- **Engine Cut-Off:** Engines must be cut off in front of the flight stations when taxiing in from the runway. Do not run engines past the flight stations toward the pits.
- **Flight Stations:** All pilots must operate behind one of the four flight stations. A maximum of four aircraft may be airborne at one time. The only exception to this is during club approved events. Gliders may be flown from a seated position in front of the pavilion, but not closer to the runway than the flight stations.
- **Helicopter, Multi-rotor:** Flying must be contained within the helicopter area and may not cross the runway. The exception is when flying helicopters and multi-rotor aircraft in the fixed wing flight pattern from one of the four flight stations.
- **First Person View Flying:** FPV pilots must use a spotter at all times. Both the pilot and spotter must be AMA and RCRC members and be familiar with operations, requirements and limitations of FPV flying according to AMA guidelines. The FPV spotter must have visual line of sight (VLOS) to the aircraft at all times.
- **Use of Spotter:** Use of a spotter is recommended when flying is busy, especially when there are three or more aircraft in the air at the same time.
- **Maiden/Re-Maiden Flights:** Pilots conducting maiden flights or corrective flights may request clear air space for test flights. The pilot may have to wait until all aircraft have landed.