

Statesville Model Flyers Radio Control Club Field Safety Rules for Pilots

The following rules are established to protect PEOPLE and PROPERTY to the greatest extent possible.

- **PEOPLE:** includes the people at the **Treatment Plant**, the people flying at the field, and spectators.
- **PROPERTY:** includes the **Treatment Plant** as well as the planes, equipment, vehicles, and structures around the field.
- **The flying field is located on property owned by the city of Statesville, which also operates the Treatment Plant at the bottom of the hill to the northwest. Flying of aircraft over the Treatment Plant is strictly forbidden and can result in the loss of the privilege to fly aircraft at this location for everyone.**

ALL PEOPLE using this facility on John Long Road are to obey these rules or will forfeit the privilege of operating aircraft at this facility.

PILOT Safety Rules:

1. All persons operating aircraft **MUST** have a current AMA membership.
2. All aircraft must be operated as specified by applicable portions of the AMA Safety Code.
 - a. A Preflight Check of the aircraft is to be performed to ensure the aircraft is flight worthy (all hinges are in good order, servo screws are secure and functioning correctly, etc.). A preflight is part of the AMA Safety Code.
3. All persons operating aircraft **MUST** be a member of the Statesville Model Flyers Club in good standing (dues paid), be a guest of a member, or be attending a club sponsored fly-in.
4. There shall be no smoking within ten (10) feet of fuel (fire hazard).
5. **NO engines or electric motors** are to be operated inside the shelter.
6. Aircraft which are started on a starting stand are **NOT** to be taxied to the runway. An aircraft with a running engine is to be carried to a taxiway or pushed/pulled to a taxiway in a manner which provides positive control of the plane. In **NO** case should a plane be taxied around or behind people.
7. After landing, aircraft may be taxied to a taxiway and the engine shutdown. Do **NOT** taxi back into the pit area.
8. Aircraft **MUST** stay within the fly zone on the posted map.
 - a. **NEVER fly over the Treatment Plant.**
 - b. **NEVER fly over the pit area or parking lot.**
9. Pilots are to stand/sit in the area behind a flight station. The flight stations are there for pilot safety.
10. Spotters are required any time two (2) or more aircraft are airborne. Spotters are not required if there is only a single aircraft in the air. If only two pilots are at the field (and no one else is there) they may agree to fly at the same time (no one spotting) or simply take turns flying.
11. Spotters duties are:
 - a. **Warn the pilot if the plane is getting out of the fly zone.**
 - b. **Warn all people if a plane is out of control.**
 - c. Warn the pilot if the planes in the air are getting too close or on a collision course.
 - d. Communicate with the other spotters if the pilot is going to land or another pilot is going to take off.

- e. Communicate the need to make an emergency landing (loss of power or other problem). All other pilots are to fly clear of the runway to allow the plane with an emergency to land.
 - f. Warn the pilot if there is a person or plane on the runway.
12. When more than one plane is airborne both pilots are to fly in either a clockwise or counter clockwise pattern such that they do not fly into each other. The direction of flying should have the planes flying into the wind as they fly over the runway. If there is a cross wind the pilots should simply agree on a direction to fly.
 13. Hand launch aircraft are to be launched down the runway or across the runway to the North, never towards the pits or shelter. Hand launching should be done either standing on the edge of the runway or in a taxiway.

GUESTS: are permitted to fly up to three times provided they are a member of AMA and the pilot is briefed on these Safety Rules by a club member. The guest must be accompanied by a club member and demonstrate the ability to maintain control of a plane. After that the person needs to join the club to keep using the facility.

NOVICE Pilots: are to operate their aircraft using a buddy box with a competent club member operating the master transmitter.

NEW Members: are to be given a thorough briefing of these Safety Rules prior to flying. The new member is to be observed by a competent pilot during their first flight. They are also to be briefed on locking of the gates and responsibility of the last person leaving to lock **ALL** gates.

RADIO SAFETY: All radios which are **NOT 2.4 GHz** spread spectrum are to be impounded at the shelter and only turned on when the pin for the frequency is clipped to the antenna. When a frequency pin is removed from the bin the pilot's AMA card is to be placed in the bin.

GENERAL RULES:

- After anyone unlocks a gate the numbers on the lock are to be rolled such that the current combination is not showing. This prevents non-members from obtaining the combination and prepares the lock for re-locking the gate.
- Club members are responsible for the actions of their guests (friends or family members) while at the field.
- If a member observes someone coming in to fly that they do not know they should verify they are a member and have an AMA membership card. A current list of club members is posted in the shelter each month.
- All aircraft with engines larger than 0.051 cu in (1/2 A) are to have a muffler to reduce noise.
- Extended engine runs for testing should be done on the field stands farthest from the shelter.
- NO STAKES or SPIKES over 12 inches are permitted to be driven into the ground on the runway side of the fence. This is a requirement by the city/county due to the area being a land fill.
- All people inside the fence should be members of AMA. This requirement is waived during fly-ins.
- There shall be no alcohol, drugs, or profanity on the property.

Willful failure to comply with these Safety Rules by an individual will result in loss of Club Membership without refund of dues.