

SAFETY CODE & **FLYING FIELD** **PROCEDURES**



I. ARRIVAL AT THE FIELD

- A. When entering the field, drive slowly and be cautious of low flying models or models that may have landed on the road. Careful driving keeps the dust disturbance to a minimum.
- B. When unloading, place all transmitters on the impound stand.
- C. Set up models in the pit areas on each side of the shelter and between the assembly tables and the grass barriers behind the pilot's stations.
- D. Assembly tables are for setting up and final cleaning of models. They are not to be used as pitting tables or spectator seats. Pilots should clear the tables as soon as possible for others to use.

II. PRE-FLIGHT

- A. A complete mechanical pre-flight check and radio range check are essential prior to first flight. Checking batteries with an expanded scale voltmeter is recommended.
- B. Prior to the range check and flight of model, the transmitter is retrieved from the impound stand after properly checking out the frequency pin unless you are using 2.4 Ghz radios. The pin is checked out by placing current RVRC membership card in the pocket in front of the pin then removing the pin and placing it on the transmitter antenna for clear visibility to other pilots. The 2.4 Ghz radios are NOT subject to impound. Guests are to place current AMA cards in the pocket. When flying a "buddy box", the pilot flying the master transmitter is required to hold a current AMA membership.
- C. Guests are to enlist a Club member to assist and spot until they

are proficient with Club safety procedures. Club members who are beginners are to be supervised by an experienced member until they are proficient for solo flight.

D. Pilots not possessing a current RVRC membership card and guests of a Club member not possessing a current AMA card will not be permitted to fly. There will be no exceptions to this rule and persons attempting to violate this restriction will be considered as trespassers and treated accordingly. Regarding the AMA Introductory Pilot Program, a non-AMA member, non-RVRC member beginner pilot may fly for a period of no longer than 30 days under the supervision of a RVRC member who is an AMA designated Introductory Pilot.

E. Engine starting and adjustment should take place in the pit areas and NOT on the runways. All engine run-ups are to be done with the model facing toward the flight area. Please be mindful of the exhaust not blowing on other models and personnel in the area.

F. The shelter is intended to be utilized as a place for congregating, relaxing, having conversation and occasionally enjoying meals; NOT for setting up models and starting them to the dismay of those in the shelter. Please use the pit areas for the models.

G. Use the taxiways to access the runway for upwind takeoffs. Takeoffs from the pit areas or the taxiways are prohibited. Enter the runway area only when clear for takeoff. It is advisable to have an observer with you to keep a lookout for other models and to advise you of unsafe conditions.

III. FLYING

A. "NO OVERFLIGHT" zone exists east of the Roanoke River in an area bounded by an extension of the edge of the runway on the pilot's side and the closest edge of the Summit Helicopters runway eastward into the residential area on the other side of the river. In simplest terms, do not penetrate the vertical plane

extending upward from these lines on the east side of the river. Past violations over the "No Over-flight" area has resulted in complaints and several visits by the Salem police. Summit Helicopters, has requested that models be kept at least 200 feet away from and not over the buildings and employees working in the storage yards.

B. All pilots and observers shall position themselves in a line at the pilot's stations designated by the concrete markers south of the edge of the runway. Coordination of non standard (such as low level high speed passes, acrobatic, or 3-D) planned flight patterns must be announced and agreed upon by all pilots engaged in active flight.

C. During takeoff, the model should stay parallel to the runway until such altitude is gained to allow you to safely turn away from the pit and spectator areas. Any model penetrating the vertical plane of the south side of the paved runway while taking off, flying or landing is considered endangering all other pilots and spectators. Repeated violations of this boundary may subject pilots to censure and disciplinary actions.

D. All pilots acknowledge inherent dangers and risks of model aviation to themselves and others with whom they choose to participate in model flight at RVRC. Certain flight patterns, where dissimilar flight patterns and pilot skill levels are mutually in conflict, have increased inherent risks and can be accommodated through pilot communication and cooperation.

E. Low level, high speed passes over the paved and grass runways are acceptable if you are the only pilot on the flight line. With other pilots flying, such passes will be kept out over the high grass area north of main runway area or when pilots engaging in low level high speed passes announce their intentions and permit all other pilots to safely land and exit the flight line prior to start of the low level pattern.

Other nonstandard flight patterns such as figure of eights, acrobatic patterns, and three D patterns can also be

accommodated, when reasonably needed to avoid accidents, by announcing to the flight line the planned intention and with a corresponding acknowledgment by other pilots on the flight line. Pilots in low level high speed patterns and nonstandard flight patterns assume and accept all associated increased risks and dangers and are reminded of their liability for incurred injuries to themselves and /or others.

F. When preparing to land or to perform 'touch & gos', pilot or observer should notify other pilots of intentions. The landing model shall have priority over models waiting to take off. In case of engine cutoff in flight, pilot shall call out "dead- stick" immediately to other pilots to gain priority to the runway for landing over other powered models.

G. In the event a model goes out of control and becomes an immediate danger, ANYONE making such an observation should quickly and loudly call out "HEADS UP" to warn others.

H. Once down, the model should clear the active grass and paved runways immediately. Models should taxi back to take off position or into the taxiways for return to the pits. In case of dead-stick landings, the model must be removed and taken off the active runway for restarting. In no case should restarting take place on an active runway.

I. When a model is being returned to the pit area, the engine must be stopped at the end of the paved taxiway and the model towed or carried back to the pit area.

IV. SHUTDOWN

A. After returning to the pit area, radio should be shut down by turning off the receiver first and the transmitter last. The transmitter must be returned immediately to the impound stand, the frequency pin returned to the board and card removed from the pocket.

B. Models should be given a complete post-flight check to inspect for any fatigue damage, loose engine or other defects that may

have occurred under flight strain.

V. HELICOPTERS

A. No helicopter is to be flown out of the fixed wing pit area. If started in the fixed wing pits, the helicopter should be carried out to the paved runway or out to the Hover Box for takeoff. Inversely, no helicopters are to be "taxied" (flown) back into the fixed wing pits at the end of a flight. End of flight landings should occur on the paved runway or in the Helicopter Hover Box.

B. All beginners will practice in the Helicopter Hover Box and only in this area.

C. When a novice has become proficient with flight in the Hover Box, permission should be requested from a member of the Helicopter Committee for authorization to fly in the standard fixed-wing pattern.

D. Helicopters will yield right of way to fixed winged aircraft when transitioning to and from the Hover Box and the fixed winged pattern. Once operating in the fixed wing pattern, helicopters are to follow the same AMA and RVRC right of way / safety guidelines as fixed wing aircraft.

VI. GENERAL

A. RVRC recognizes that from time to time it may be necessary to update the safety guidelines due to changes in member interest, flight patterns and technological advances of equipment.

B. Anytime a model hits any of the Summit Helicopters buildings, *the incident should be reported immediately*. Notify RVRC's President via telephone immediately and also the Board Of Director's via email at board@rvrc.org along with Summit Helicopters' Site Operations Director, Mr. Daniel Quinn, personally. Damage must be repaired as soon as possible so that the building remains water tight.

C. Policing of the AMA and RVRC Safety Codes is the equal responsibility of each member. The International Miniature

Aircraft Association's Safety Code becomes applicable for IMAA events hosted by RVRC and its IMAA members. Stand up for your safety and the safety of others.

D. All radios in the RVRC area are to be dedicated to the operation of model aircraft in accordance with AMA frequency guidelines. Radios are to be of the narrow band type and meet all current AMA requirements.

E. Noise level for engines shall be tested at the run-up stand per RVRC guidelines. Lock the plane down on the table with the engine over the ground pad. At full throttle, sound measurements will be taken from the DB meter resting on the 3' post at 20'. With no spectators inside the 20' arc of the DB meter, limits are: - 96 DB for propellers which, are made of Wood, Plastic or Composite type of materials. If aircraft readings are over 96 DB then the approved motor manufacture noise abatement muffler shall be installed on the engine before aircraft can fly. EDF (Electric Ducted Fan) & Turbine jets will be tested in the same way. To be in accordance with AMA guidelines here:

<http://www.modelaircraft.org/files/927.pdf>

F. Members bringing guests or prospective members to the field should advise them of all applicable safety procedures to be observed.

G. In the event that any member or the member's guest shall cause injury or damage to another person or their possessions, it shall be the responsibility of the person causing such damage to make appropriate restitution, financial or otherwise, that is mutually satisfactory to all parties involved.

H. All spectators are to remain behind the rope fence unless invited into the pit area by a Club member. No spectators should be allowed beyond the pit area toward the runway unless accompanied by a Club member.

I. Club members' children are to be supervised at all times. Children should not run and play in the pit areas or in the shelter around the transmitter stand. Children are not allowed on the

flight line unless they are with their parent.

J. Club members with pets should be considerate of all other members. Pets should be leashed and kept out of the pit and flight areas unless the member is flying alone. Any pet 'deposits' in the pit and flight areas will be removed by the pet's owner. Members are to use their best judgment in enforcing this policy.

K. Consuming alcoholic beverages by pilots should be considered in the same context as driving. Remember--your actions may have a detrimental effect on the safety of others; not to mention your own safety and welfare. Pilots are to be cognizant of the AMA National Safety Code and what effect drinking would have on their AMA insurance.

L. All pilots are entitled to equal flight time and usage of air space. No pilot's flight pattern should intentionally or repeatedly disrupt the flight pattern of another pilot. Willful and intentional reckless flight, or non-compliance with RVRC policies may create immediate safety issues for all persons on RVRC property. When a real or perceived safety violation is brought to the attention of the actively flying pilot, he or she will immediately cease the behavior and the safety issue may be addressed after the flight is completed.

M. If a member is found to be in repeated violation of the AMA and RVRC Safety Codes, the member shall, at the discretion of the Board, having flying privileges restricted and/or brought before the general membership for a vote on expulsion from the Club.

N. Model aircraft may be flown every day of the week with the exception of Sunday mornings until 12 noon during such time no internal combustion engine powered aircraft are to be flown. Other scheduled events may close the field to general flying. Every effort will be made to give the RVRC membership advance notice of the field closing for whatever reason.

O. Flying is to cease when the lawn service is mowing the field or the hay cutters are inside RVRC's normal operating area.

VII. Large Sport Aircraft:

All RVRC radio control flight will cease and remain grounded as soon as any full-scale aircraft can be visually identified moving under its own power on the Summit Helicopters runway or in the Summit Helicopters approach/departure pattern. Radio control flight may continue once there is no full-scale movement on the Summit Helicopters runway and the Summit Helicopters pattern is clear of full-scale aircraft. If full-scale activity is anticipated (such as if the Summit Helicopters Hangar door is open) or full-scale flights are known to be "in the air", a spotter must be assigned to the LSA. RVRC flights are also to be with the supervision of a spotter unless there are none available. Use all caution...full-scale aircraft making approach's into Summit Helicopters are at low altitude and are difficult to see. LSA seem to appear "out of nowhere" so stay alert and on guard.

Date of this revision is January 7, 2017