

## **R/C Propbusters Flying Field Rules**

THIS FLYING SITE IS LEASED AND OPERATED BY THE AMA AFFILIATED R/C PROPBUSTERS CLUB INC. OF SOUTHEASTERN CT. AND IS INTENDED FOR THE SOLE USE OF RIC PROPBUSTER MEMBERS AND GUESTS. ALL PROPBUSTER'S CLUB, AMA, FAA, AND FCC RULES SHALL APPLY AND WILL BE ENFORCED.

### **FAA REQUIREMENTS/COMPLIANCE**

ALL MEMBERS MUST BE REGISTERED AND CURRENT WITH THE FAA "DRONE ZONE" AND BE ISSUED AN FAA IDENTIFICATION NUMBER: Members can access the registration website through the AMA website of the following link:

[https://amablog.modelaircraft.org/amagov/2022/08/09/update-to-the-faa-dronezone-and-registration-renewal-process/?fbclid=IwAR3loe5\\_DsAbeRqo7vbCq3p0LiIMkpWsbXgDdOLQsi-6fs--ysEWgla-Wjc](https://amablog.modelaircraft.org/amagov/2022/08/09/update-to-the-faa-dronezone-and-registration-renewal-process/?fbclid=IwAR3loe5_DsAbeRqo7vbCq3p0LiIMkpWsbXgDdOLQsi-6fs--ysEWgla-Wjc)

THE FAA IDENTIFICATION NUMBER MUST BE DISPLAYED ON ANY OF THE PILOTS AIRCRAFT THAT ARE TO CONDUCT FLIGHT OPERATIONS AT THE FIELD.

ALL CLUB MEMBERS MUST COMPLETE THE AMA "TRUST" TEST AND BE ABLE TO PRESENT A COPY OF THE CONFIRMATION OF COMPLETION IF REQUESTED OR THEY MAY BE ASKED TO STOP FLYING.

### **OPERATIONAL/ADMINISTRATIVE RULES**

VEHICLES SHALL BE PARKED ONLY IN ESTABLISHED PARKING AREAS SOUTH OF FLIGHTLINE

STARTING TIMES FOR RECIPROCATING INTERNAL COMBUSTION POWERED AIRCRAFT ARE 9:00 AM ON WEEKDAYS AND 10:00 AM ON WEEKENDS. WITH A CLUB VOTE, ENGINE START TIME MAY BE WAIVERED UP TO ONE HOUR FOR WEEKEND SCHEDULED EVENTS.

NO FLYING WILL BE ALLOWED WHILE FIELD GRASS CUTTING OPERATIONS ARE BEING CONDUCTED ON THE FIELD NORTH OF THE FLIGHT LINE. FIELD MOWING HAS PRIORITY OVER FLYING AND IS PREFERENTIALLY DONE ON FRIDAY PENDING WEATHER, EVENT SCHEDULES, AND AVAILABILITY OF VOLUNTEERS.

SMOKING IS STRICTLY PROHIBITED IN THE AREA FROM THE PITS TO THE FLIGHT LINE.

THE LAST PERSON LEAVING THE FLYING SITE SHALL CLOSE AND LOCK THE GATE UNLESS FARM EQUIPMENT IS BEING OPERATED ON THE PROPERTY AT THE TIME.

THE CLUB HAS ADOPTED A NO ALCOHOL POLICY AT THE SALEM FLYING FIELD DURING FLIGHT OPS. FLYING UNDER THE INFLUENCE WILL ALSO BE SUBJECT TO DISCIPLINARY ACTION. THE AMA "EIGHT (8) HOUR FROM BOTTLE TO THROTTLE" RULE APPLIES

YOUR CURRENT MEMBERSHIP/ID IS REPRESENTED BY THE CURRENT YEAR MEMBERSHIP STICKER THAT IS ATTACHED TO YOUR CURRENT AMA CARD. THIS IS YOUR TICKET TO FLY AND MUST BE ATTACHED AND DISPLAYED ON YOUR PERSON OR YOUR TRANSMITTER.

PILOT CLASSES ARE AS FOLLOWS AND ARE IDENTIFIED BY A COLORED STICKER ALSO ATTACHED TO YOUR AMA CARD:

YELLOW-STUDENT---MUST HAVE A QUALIFIED CLUB MEMBER IN ASSISTANCE

GREEN-QUALIFIED PILOT---AUTHORIZED TO FLY SOLO AND ASSIST STUDENTS

RED-QUALIFIED INSTRUCTOR--- INSTRUCTS AND CAN SIGN OFF STUDENTS FOR SOLO

STUDENT FLYERS WITH YELLOW CARDS ARE NOT PERMITTED TO FLY SOLO UNTIL A QUALIFIED INSTRUCTOR HAS GIVEN THEM THE REQUIRED CHECK FLIGHT. ONCE AN INSTRUCTOR HAS SIGNED OFF A STUDENT PILOT FOR SOLO FLIGHT, THEY MUST CONTACT THE CLUB SECRETARY AND THE CLUB TREASURER TO UPDATE THE MEMBERSHIP ROSTER. THE INSTRUCTOR COMPLETING THE CHECKRIDE WILL ALSO ISSUE THE STUDENT THE APPROPRIATE COLORED STICKER TO ADD TO THEIR AMA CARD (AVAILABLE IN THE CONTAINER). THEY MAY HOWEVER FLY WITH THE ASSISTANCE OF A QUALIFIED PILOT AS WELL AS WITH AN INSTRUCTOR ••• BUDDY BOX PREFERRED. UPON QUALIFICATION, THEY MAY REQUEST A BLUE/GREEN STICKER AT THE CLUB MEETING AFTER PRESENTING THEIR SIGNED OFF YELLOW CARD.

IT IS THE RESPONSIBILITY OF EACH PILOT TO ENSURE THAT HIS/HER AIRCRAFT IS AIRWORTHY. NEW OR REPAIRED AIRCRAFT MUST BE INSPECTED BY A QUALIFIED MEMBER PILOT PRIOR TO BEING FLOWN.

FLYING OF OTHER THAN R/C AIRCRAFT OR HI-START LAUNCHED R/C GLIDERS IS PERMITTED PROVIDED IT DOES NOT INTERFERE IN ANY WAY WITH POWERED R/C FLIGHT OR THE INTENT TO FLY BY ATTENDING R/C PILOTS. EG. CONTROL LINE AIRCRAFT, ROCKETS, HAND LAUNCH GLIDER, FREE FLIGHT. ALL OTHER FIELD RULES AND AMA SAFETY RULES SHALL STILL APPLY.

### **SOUND RULES:**

ALL AIRCRAFT MUST MEET THE A 96 DB MAXIMUM SOUND LEVEL AS TESTED BY AMA PROCEDURE. TO HELP KEEP GOOD COMMUNITY RELATIONS AND OUR FLYING SITE, ALL CLUB MEMBERS HAVE THE RESPONSIBILITY TO COMPLY WITH AND ENFORCE THESE NOISE LIMITATIONS.

#### **A: Muffler Requirements - Giant Scale**

Single Cylinder Engines with displacement of 51CC or over are required to have full length "cannister style" mufflers or Tuned pipes to assist in reducing their noise footprint.

Multi-Cylinder Engines with an individual cylinder displacement of 36cc's or greater are required to have "cannister style" mufflers or Tuned pipes to assist in reducing their noise footprint.

If an aircraft, by design or by assembly, is not capable of accepting cannister-style mufflers or tuned pipes per the requirements described above, the airplane must be tested and pass the current sound guidelines/Sound test present in the club bylaws.

Members are also always afforded the ability to have their airplane tested in lieu of the above "exhaust type" measures to ensure compliance with the sound rules to avoid making changes to aircraft that would otherwise meet requirements.

#### **B: Sound Footprint- "Prop Rip"**

Definition: "Prop Rip" is described as the point at which the aircrafts propeller tips achieve high subsonic and possibly super-sonic speeds resulting in a loud and audible "cracking" or "ripping" noise over and above what is observed under a lesser throttle position or "loaded" condition.

It is realized that "prop rip" can occur accidentally under certain flying conditions and a pilot must make all efforts to minimize "prop rip" at all times.

If a pilot's aircraft and engine enter a condition where "Prop Rip" occurs, he/she must immediately reduce power to eliminate the excessive noise.

If a pilot continues to maintain the high level of noise caused by prop rip in excess of 5 seconds, the pilot is to be advised of the condition/warned and asked to refrain.

If the pilot continues to create the excessive noise via Prop Rip again after being advised/warned either in the same flight or subsequent flights (exceeding the time limit set above for curing accidental ripping-conditions), the pilot and subsequent aircraft will be grounded for the day.

If a member is not following the advisements/warnings from club members or officers (as this is a community enforced rule), the members are to advise the Club Officers for further review and action.

As with any of the rules and/or by laws of the club, failure to follow the rules and/or willingly ignoring them can lead to further actions up to and including expulsion from the club.

#### **72 MHZ PILOT FREQUENCIES:**

- a. FREQUENCY PINS FOR PILOTS UTILIZING 72MHZ SHALL BE PROVIDED BY THE PILOT ON THAT FREQUENCY. A FREQUENCY PIN SHALL BE CONSTRUCTED IN SUCH A WAY AS TO HAVE AN OVERALL RECTANGULAR DIMENSION OF APPROX. 1 TO 2 INCHES BY APPROX. 5

INCHES WITH A CLIP ATTACHMENT. AT MINIMUM THE PIN SHALL HAVE THE FREQUENCY NUMBER AND THE PILOTS NAME. FREQUENCY PINS FOR GUEST PILOTS SHALL CONSIST OF THEIR AMA MEMBERSHIP CARD BEING CLIPPED OR ATTACHED TO THE APPROPRIATE FREQUENCY.

b. TRANSMITTERS OTHER THAN 2.4 GHZ TYPES SHALL NOT BE TURNED ON WITHOUT USING THE ESTABLISHED FREQUENCY CONTROL SYSTEM. ALL TRANSMITTERS/RADIO SYSTEMS SHALL MEET THE REQUIREMENTS OF AMA AND FCC.

### **FLIGHT STATIONS/TEST BOXES**

ON THE PRIMARY FIELD NO MORE THAN (5) FIVE AIRCRAFT ARE TO BE AIRBORNE AT ANY ONE TIME COUNTING AN AIRCRAFT BEING FLOWN FROM STATION (5) FIVE (HELICOPTER/3D SETBACK HOVERING BOX). STATIONARY /3D/HOVERING FLIGHT SHALL BE CONDUCTED AT STATION #5 AND OUT OF THE FLIGHT PATTERN WHEN OTHER AIRCRAFT ARE IN THE PATTERN. FLIGHT TIMES SHALL BE LIMITED TO 20 MINUTES PER FLIGHT INCLUDING ENGINE START-UP AND ADJUSTMENT.

DESIGNATED TEST BOX REQUIREMENTS:

A. TEST BOX IS DESIGNATED FOR TEST RUNNING ENGINES, RADIO RANGE CHECKS, AIRCRAFT ADJUSTMENTS, ETC. NO FLIGHT OPERATIONS MAY BE CONDUCTED FROM THIS AREA.

### **GUESTS:**

CLUB MEMBERS MAY BRING A GUEST TO FLY AT THE FIELD. NON-AMA GUESTS MAY FLY ON A ONE TIME BASIS ONLY USING THE HOST MEMBER'S AIRCRAFT UNDER THE GUIDANCE OF THE HOST MEMBER WITH A BUDDY BOX. A GUEST'S AIRCRAFT MAY BE FLOWN PROVIDED IT HAS BEEN SAFETY CHECKED AND FLOWN BY THE SPONSORING MEMBER. AMA MEMBERS WHO AREN'T CLUB MEMBERS MAY FLY OCCASIONALLY OR DURING A TEMPORARY VISIT IN THE AREA. IT IS THE RESPONSIBILITY OF THE GUEST'S SPONSOR TO ENSURE THE GUEST IS FAMILIAR WITH THE FIELD RULES. GUESTS WHO LIVE IN SOUTHEAST CT. SHOULD BE ENCOURAGED TO JOIN THE CLUB. ALL GUESTS SHALL HAVE A SPONSOR TO ENSURE AMA AND PROPBUSTER RULE COMPLIANCE.

### **GENERAL SAFETY RULES**

ELECTRIC MOTORS SHALL BE TREATED WITH THE SAME RESPECT AND CAUTION AS GLOW OR GASOLINE POWERED ENGINES. ELECTRIC POWERED AIRCRAFT WITHOUT A SEPARATE SWITCH FOR ENERGIZING THE SYSTEM SHALL ONLY BE PLUGGED IN ON THE FLIGHT LINE AND NOT IN THE PITS. ENGINES AND MOTORS SHALL BE STARTED ONLY AT THE DESIGNATED START-UP BOXES OR BENCHES ON THE FLIGHT LINE ONLY (STATIONS 1 THROUGH 5) AND THE DESIGNATED ENGINE TEST BENCH IN AREA SOUTH OF STATION 5. RESTARTS OF GAS OR GLOW ENGINES ON

THE FIELD ARE PERMITTED ONLY IF NO OTHER AIRCRAFT ARE ON THE FLIGHT LINE OR IN THE AIR.

THERE IS A 25 FOOT BUFFER/SAFETY ZONE BETWEEN THE FLIGHT LINE AND THE ALLOWABLE AREA OF FLIGHT. THIS AREA IS FOR TAXIING PURPOSES. THERE SHALL BE NO FLYING OVER THE SPECTATOR AREA, PIT AREA, OR PARKING AREA. FLYING WITHIN THE BUFFER ZONE IS ONLY PERMITTED WHEN NO OTHER PILOTS/ ASSISTANTS ARE ON THE FLIGHT LINE AT ANOTHER STATION TO FLY. THERE WILL BE NO RUNNING OF ENGINES OR TAXIING OF AIRCRAFT IN, TO, OR FROM THE PIT AREA

PILOTS ARE NOT TO PURPOSELY PUT THEIR AIRCRAFT INTO A POSITION WHERE IT IS EXECUTING A MANEUVER OF ANY NATURE THAT IS CONSIDERED "HIGH ENERGY" (HIGH ENERGY BEING DESCRIBED AS HIGH SPEED AND/OR HIGH AIRFRAME-STRESS) IN THE DIRECTION OF THE FLIGHTLINE OR PIT AREAS. DUE TO THE POSSIBILITY OF FAILURE OF A COMPONENT AT ANY TIME AND FOR ANY REASON, PILOTS MUST BE DILIGENT TO ENSURE THAT THEY MAINTAIN ALL SAFETY BOUNDARIES AND MAKE ALL ATTEMPTS TO AVOID PUTTING THEIR AIRCRAFT INTO AN ATTITUDE OR COURSE WHERE IF A FAILURE WERE TO OCCUR, THE AIRCRAFT COULD CONTINUE ON INTO THE DESIGNATED PIT, PARKING, OR SPECTATOR AREAS.

PILOTS USING GASOLINE ENGINES SHOULD NOTE THAT CLASS 'B' FIRE EXTINGUISHERS ARE AMA REQUIRED, (4) AVAILABLE, AND ATTACHED TO THE SHORT BARRIER FENCES IN THE PIT AREA. NOTIFY THE FIELD MARSHALL AFTER ANY EXTINGUISHER USAGE.

WITH MORE THAN ONE AIRCRAFT IN THE AIR, A FLIGHT PATTERN SHALL BE ESTABLISHED AND MAINTAINED DURING FLIGHT. THE PATTERN IS SET BY PREVAILING WIND DIRECTION AND TAKE-OFFS AND LANDINGS SHALL BE INTO THE WIND. E.G. - WITH WIND COMING FROM OR FAVORING THE (WEST) OR LEFT SIDE OF THE PRIMARY FIELD, TAKING OFF FROM "RIGHT TO LEFT" SETS UP A "RIGHT HAND PATTERN" i.e. ALL TURNS IN THE PATTERN ARE RIGHT TURNS AND VICE-VERSA. IF A CHANGE IN WIND DIRECTION DICTATES A CHANGE IN THE FLIGHT PATTERN, PILOT RECOGNIZING THE CHANGE SHALL CALL OUT TO OTHER PILOTS ON THE FLIGHT LINE TO REVERSE PATTERN.

PILOTS NEEDING TO WALK OUT ONTO THE FIELD TO RETRIEVE AN AIRCRAFT WHILE OTHER AIRCRAFT ARE IN THE PATTERN SHALL LOUDLY CALL OUT "ON THE FIELD" AND ENSURE ACKNOWLEDGEMENT FROM OTHER PILOTS ON THE FLIGHT LINE PRIOR TO WALKING ONTO THE FIELD. ANNOUNCING, "TAKING OFF", "LANDING ", OR "DEAD STICK" IS JUST A "GOOD PRACTICE" TO BRIEF FELLOW PILOTS OF YOUR INTENTIONS.

### **RECOMMENDED SAFETY PRACTICES**

YOU SHOULD NOT FLY ALONE IN CASE OF A DEBILITATING ACCIDENT. THERE ARE TIMES HOWEVER WHEN YOU MAY CHOOSE TO DO SO REGARDLESS. HAVING A CELL PHONE AVAILABLE IS GOOD PRACTICE IN THIS CASE AND EXTRA CAUTION IS WARRANTED IN BOTH ENGINE HANDLING AND FLYING. 911 IS THE EMERGENCY CALL NUMBER.

THE FIRST AID BOX IS ATTACHED TO THE SIDE OF THE CLUB BULLETIN BOARD STRUCTURE.

ALWAYS USE A GLOVE OR "CHICKEN STICK" FOR HAND STARTING ENGINES. ALWAYS CHECK THROTTLE CLOSED TO IDLE AND BE CLEAR OF PROP OR FIRMLY GRASP PROP PRIOR TO ATTACHING GLOW DRIVER.

ALWAYS PERFORM GLOW DRIVER REMOVAL, NEEDLE ADJUSTMENTS, AND "RUN -UPS" FROM BEHIND THE AIRCRAFT (EXCEPTION FOR ADJUSTMENT OF "PUSHERS")

EYE PROTECTION, EAR PROTECTION, AND ALL THE ABOVE ARE ALL GOOD PRACTICES BUT THERE IS NO SUBSTITUTE FOR COMMON SENSE AND TAKING THE TIME TO DO THINGS THE SAFE WAY.

**COMMON SENSE, RESPECT FOR OTHER PILOTS, AND GOOD FIELD ETIQUETTE ALL GO A LONG WAY TOWARDS MINIMIZING REQUIRED RULES. REMEMBER: IT'S ALL ABOUT HAVING FUN WITH AVIATION MODELING IN A SAFE AND ENJOYABLE MANNER. SAFETY IS EVERYONES RESPONSIBILITY! IF YOU HAVE ANY QUESTIONS OR DON'T UNDERSTAND ANY OF THESE RULES, DON'T HESITATE TO ASK YOUR CLUB SAFETY OFFICER, ANY CLUB OFFICER, OR ANY EXPERIENCED PILOT FOR CLARIFICATION.**