

FRANKENMUTH AEROMODELERS CLUB

FIELD RULES AND MANAGEMENT GUIDE

The objective is to extend the privilege of enjoying the R/C hobby to all members and authorized guests, with maximum emphasis on safety and control. While this guide sets forth Club rules for this objective, nothing herein should overrule common sense and courtesy.

GENERAL ITEMS

1. All model aircraft operation shall be in accordance with the Official Academy of Model Aeronautics (AMA) Safety Code and these field rules.
2. All pilots shall be current members of the Academy of Model Aeronautics (AMA).
3. Alcoholic beverages are strictly forbidden at the flying field.
4. Pilots must have both a current AMA Sporting License and a current Club membership or guest card at hand for verification when engaged in flying activities at the Club field.
5. Sponsoring members will be responsible for assuring that their guests' conduct is in accordance with Club conduct.
6. All members shall:
 - a. Ensure that spectators be aware of restricted areas;
 - b. Leash their pets;
 - c. Supervise their children;
 - d. See that their pit area is free of litter, cigarette butts, airplane parts, etc..

SAFETY ITEMS

1. A single straight line (flight line) will be established for all modeling activity, one side of which is for flying, the other side for pilots, helpers and spectators.

2. Deliberate flying behind the flight line is prohibited.
3. Flying beyond the designated boundaries of the field is prohibited.
4. Only Qualified Pilots or Instructor Pilots (green or blue stickers) may fly without assistance; Pilot Trainees (yellow sticker) may not.
5. Aircraft engines shall be started with the nose of the aircraft pointed toward the runway. Do not direct the exhaust toward another model or modeler.
6. Winch turn-arounds or hi-start stakes on the field shall be clearly marked by a pole and flag.

RADIO CONTROL ITEMS

1. Each transmitter must have the recommended AMA frequency identification attached to its antenna.
2. Each Pilot must have the correct Club frequency control pin attached to his transmitter prior to the operation of that transmitter. All transmitters shall be placed in the transmitter impound when not in use.
3. Frequency control pins may not be removed from another Pilot's transmitter without the acknowledgement of that Pilot and the placement of that transmitter into the impound area.
4. Anyone operating a transmitter without possession of the correct frequency control pin, thereby causing the crash of another Pilot's aircraft on the same frequency who is in possession of the correct frequency control pin, is liable for all damages and injuries resulting from such crash. These may include, but are not necessarily limited to:
 - a. Repair or replacement of radio equipment;
 - b. Repair or replacement of engine;
 - c. Repair or replacement of aircraft.
5. The monetary value of damage to models should be determined by the parties involved. If satisfactory assessment of such damage cannot be reached in this manner, all parties agree to be bound by an evaluation made by the Club's current Board of Directors.

6. Any accident involving personal injury or damage to property other than models shall be immediately reported to a Club officer or current member of the Club's Board of Directors.

AIR TRAFFIC / NOISE CONTROL ITEMS

1. Internal combustion engines may not be operated after dark, or before 9:00 a.m. at the Club field.
2. Servicing engines on the runway is prohibited.
3. Two-stroke engines will be equipped with an effective muffler.
4. There shall be no more than four (4) internal combustion powered aircraft in the air at one time.
5. All fixed-wing powered aircraft flights shall be controlled from a designated point on the flight line adjacent to the runway.
6. All aircraft must be physically constrained while moving between the pit area and the runway. Taxiing in the pit area is prohibited.
7. Pilots shall ensure safe clearance onto the runway by looking both ways, then announcing the intent to enter the runway prior to doing so.
8. Pilots shall announce their intent to land prior to doing so.
9. Aircraft stalled on the runway should be retrieved as quickly as possible. Intent to walk across the flight line or onto the runway shall be announced prior to doing so.
10. All aircraft shall land on the flying side of the flight line, in accordance with a left-hand or right-hand traffic pattern approach. Wind direction shall determine the appropriate approach direction.
11. Landing aircraft shall have access to the runway with the following priority:
 - a. Emergency landing;
 - b. Dead stick powered aircraft;
 - c. Sailplanes;
 - d. All others.

12. **Simultaneous operation of fixed-wing powered aircraft, helicopters and sailplanes demands extra vigilance and consideration on the part of all Pilots. To achieve the most compatible mixed operations, it is recommended that:**
- a. **Sailplane launches and flight operations be conducted upwind of, and parallel with, the runway.**
 - b. **Sailplane landing approach patterns parallel those of powered aircraft.**
 - c. **Powered aircraft maintain reasonable separation from sailplanes in flight.**
 - d. **Helicopter training and hovering operations be conducted from the designated helicopter training area, and all other helicopter operations be conducted from the powered flight line.**

IF IN QUESTION CONCERNING THESE RULES, PLEASE CONSULT WITH A CLUB OFFICER OR ANY MEMBER OF THE CLUB'S BOARD OF DIRECTORS BEFORE ATTEMPTING TO OPERATE A MODEL.