



Field Procedures & Safety Guidelines

Board of Directors Meeting – Approved Jan. 19, 2006

Field Marshal – Rick Breton

*It is the responsibility of **all club members** to abide by these simple guidelines.
If you observe someone who isn't, please ask them to cooperate. The following guidelines
were designed to make our field the best and safest:*

1. The tenant farmer, his workers, and state employees on the field have priority over club activity. If any of the above arrives to work on the field, all aircraft shall land and the field shall be vacated.
2. Flying hours for all aircraft, with the exception of electrics and gliders; Monday through Saturday, 10 AM to dusk and Sunday, from Noon to dusk. Electrics and gliders may fly anytime.
3. All AMA safety rules apply.
4. All engines must meet the noise limits as defined in Table 1 below.
5. Compliance with the field map is mandatory. Flying over the pit area, the street, or nearby homes is strictly prohibited. Noise sensitive areas to the far right corner of the field are to be avoided.
6. Members shall have current AMA and club membership cards available for inspection.
7. Frequency pins must legibly display the owner's name and channel identification. Aircraft flying with multiple frequencies must list all frequencies in use on one pin, and all pins should be clearly legible from the pit. Pilots on the same channel must inform each other. Flights are limited to ten minutes when others are waiting to fly. Flying has priority over ground testing when there is a frequency conflict.
8. Do not switch on transmitters for any reason until your pin is displayed in the proper place. Do not rely on others to post or remove your pin.
9. Only one pin per pilot is allowed in the "Fly Waiting Line." Pins in the waiting line serve only to mark the pilot's place in line: a different channel may be used to fly.
10. The pins of pilots who choose not to fly when it is their turn may be jumped or returned to the end of the waiting line as they choose.
11. Any aircraft with engine running must be restrained at all times when within the pit area.
12. All flying, take-offs, R.O.G. or hand-launched, must be made from the designated areas identified on the field map.
13. Maximum of four powered planes and one glider (with or without power assist) are permitted in the air at any one time.
14. Before entering the runway to fly, all pilots must inform those already flying as to their intentions. Pilots shall announce their intention to land or perform touch-and-goes to other pilots in the air. Use standard landing approaches except in the case of a dead stick landing. No aerobatic flying over the runway when there are other pilots flying.
15. Carpets must be used under all fuel powered aircraft while fueling, adjusting, starting, and run-up; point exhaust and propwash away from others.
16. The main runway shall be cleared of aircraft as soon as possible after landing. No maintenance, engine starting or tuning on the runway while other aircraft are flying.
17. Upon landing and taxing shut down engine(s) at or before the mound at the entrance to the pit area.
18. All field operations are under the supervision of the Field Committee.
19. Parking cars in front of, or in anyway blocking, the field entrance is prohibited.
20. No one shall fly fixed wing or helicopter aircraft solo without having been solo certified by the 495th R/C Squadron, Inc.
21. Chairs can be used at pilot stations if desired. They must be 10 feet from the runway when not being used and cannot be left at the field overnight.
22. Helicopters will NOT hover over the runway. The field behind the runway can be used for hovering. Time spent over the runway will be limited to 10 seconds for approach and landing. Helicopter pilots must call for landing and on the runway in the same manner as fixed wing pilots.
23. Helicopter pilots will not allow the main rotors to rotate under power while in the pits. The model must be on the runway before the main rotor can turn under power.
24. Helicopter pilots will not fly within 25 feet of another pilot. Takeoff and landings will be from the middle of the runway in front of the pilot. Landings will be in front of the pilot with an approach directly towards the pilot and not in front of other pilots.
25. Use of foul language is prohibited. We want a family environment where kids are welcome.
26. Pick up your trash and remove it from the field including cigar and cigarette butts.
27. The use of 2.4 GHz Spread Spectrum Radio Control Equipment is permitted at the field **only in electric-powered aircraft with a wingspan less than 40 inches**. This policy is in accordance with the AMA guidelines.
28. Members must be checked out by the Chief Instructor prior to providing "buddy box" training.

Members are encouraged to be courteous and considerate to all other members and guests at the field.



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Table 1 – NOISE LIMITS (dB)

Fixed Wing Aircraft

RPM	2 CYCLE	4 CYCLE
4,000	97.5	99.5
5,000	96.5	99.0
6,000	95.5	98.5
7,000	94.5	98.0
8,000	93.5	97.5
9,000	92.5	97.0
10,000	91.5	96.5
11,000	90.5	96.0
12,000	89.5	95.5
13,000	88.5	
14,000	87.5	
15,000	86.5	
16,000	85.5	
17,000	84.5	
18,000	83.5	
19,000	82.5	
20,000	81.5	

NOISE TEST CONDITIONS

Fixed wing aircraft:

Model resting on short grass, meter 9ft from muffler, and 3ft above ground pointing at model. Meter set to "C" scale slow response. If muffler points directly at the ground, raise model 2ft off the ground.

Read dB and RPM at same time. For intermediate RPM readings use next higher RPM value from the table.

Helicopters

Helicopters will be measured 9 ft away from the muffler while the pilot hovers 4 ft above ground in a tail in hover. The RPM will not be registered. The noise limit for a helicopter is 90DB(A) over a grass surface or 92DB(A) over a hard surface. This conforms to the international F3C standards



Pinnacle Field Layout

Flying Area. No flyout outside these bounds. The bounds are the trees to the left and right of the runway, no closer to the pits than the runway, and as far as you can see the plane across the runway.

- 2006 Field Committee**
- Dick Adams
 - Paul Gosselin
 - John Morley
 - Chris Rines
 - Rick Breton
 - Al Kinnon
 - Steve Jackson
 - Jim Thompson
- Rick Breton - Marshal**

