

Field Procedures & Safety Guidelines

Board of Directors Meeting – Approved Sep. 24, 2013

Field Marshal – Steve Jackson



*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. All AMA safety rules apply.
2. When the tenant farmer or his workers are present Ogonowski field **IS CLOSED**.
3. AMA membership is required and pilots must be SOLO certified by a 495th instructor:
 - Members are required to use a current club-issued frequency pin
 - Members and guest pilots must have a current AMA membership card available for inspection, a copy is not valid
 - Guest pilots must be sponsored and guided by a 495th member at all times, 2 guests per sponsor
 - Guest pilots must have their AMA card and the sponsoring members frequency pin attached to the appropriate segment of the pin pole
 - See Pin Pole Rules on page 3.
4. Engines cannot be started before 10:00am Monday through Saturday and 12:00pm on Sunday:
 - All aircraft shall be started / armed in the designated "pit area" only and restrained at all times
 - Engines are required to meet NOISE LIMITS defined as 92db at 20ft (see below)
 - Fuel spillage is strictly prohibited
 - Gasoline engines are required to have an appropriate fire extinguisher present
 - Gliders and electric powered aircraft can fly anytime
5. Compliance with the field map is mandatory:
 - Taxiing from the pit area to the active runway is allowed, taxiing between pilot stations is not allowed
 - Pilots must occupy a flight station from take off to landing
 - Takeoffs and controlled landings are allowed from the active runway only
 - Pilots must communicate their actions and intentions when taking off, landing or performing "touch and goes" to other pilots active on the flight line. Pilots on the flight line must acknowledge that communication
 - Hovering and 3D flying over the runway must be conducted from the centerline of the active runway and beyond and **IS PROHIBITED** over the active runway when other pilots are flying
 - All flying must be conducted from the centerline of the runway and beyond
 - A SAFETY "no fly zone" from the pilot stations to the centerline of the runway is to be observed
 - Flying beyond the tree line to the immediate left and right side of the field is not allowed
 - Following a landing the runway should be vacated ASAP
 - Engines must be shut down before entering the pit area
6. Helicopters must have the main rotor restrained when starting in the pit area at all times:
 - Pilots must place their helicopter on the centerline of the active runway before they release the main rotor

- Hovering over the active runway and fuel checks are limited to 15 seconds
 - All pilots using the hover pad should have their frequency pin on the ground (green) segment of the pin pole and stay within the confines of the circle no higher than 10ft
 - Hovering pilots shall retain a safety distance of not less than 25ft. between them and the helicopter
 - All electric helicopters **greater than** 500 size class must observe Nitro/Gas operating hours
7. Trash is your responsibility. There is no trash collection at the field. Ogonowski field is under a carry in / carry out system. If you bring anything to the field you must take it with you when you leave.
 8. No smoking near the starting benches / pit area or where there is any volatile material and do not throw any smoking materials on the field.
 9. Be courteous; Ogonowski field is a family friendly environment. Foul language is strictly prohibited. Remember our neighbors are watching and listening!



Field Procedures & Safety Guidelines

Board of Directors Meeting – Approved Feb. 27, 2013

Field Marshal – Steve Jackson

*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:*

495th R/C Squadron, Inc. Noise Limits (db)

92 db at 20' for all aircraft (per AMA document #927 Guidelines)

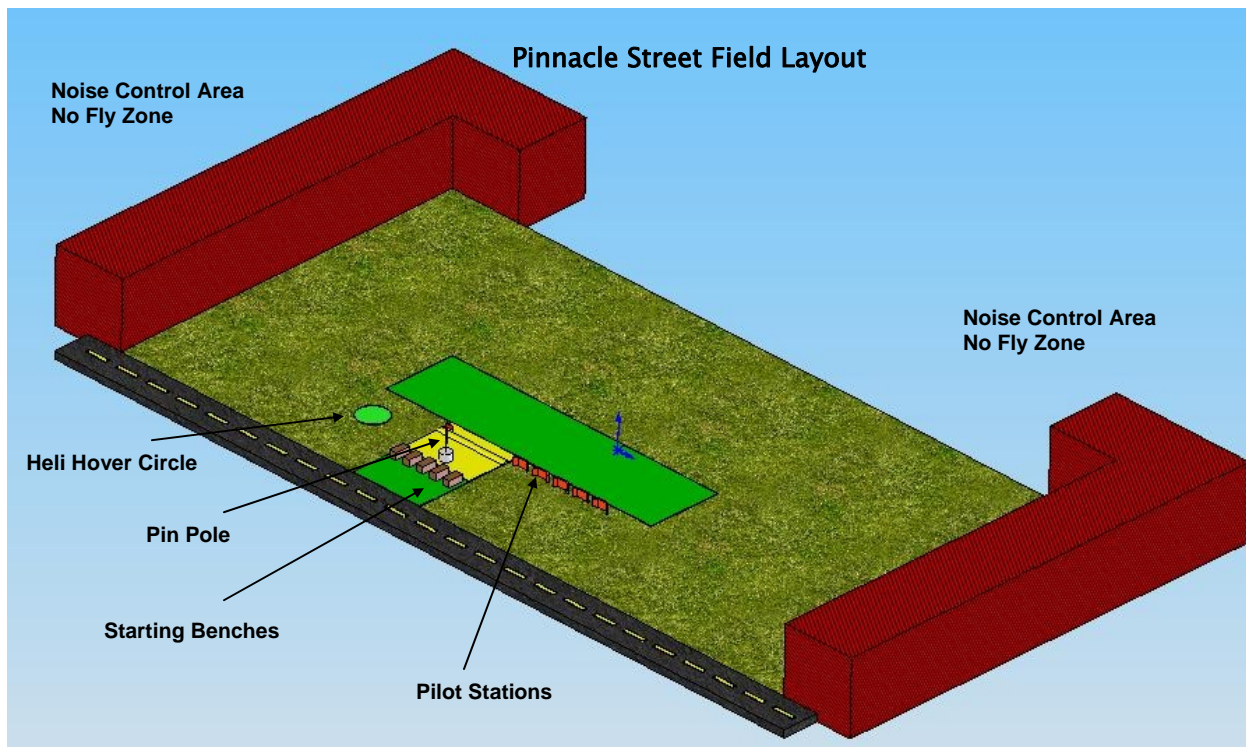
NOISE LIMIT TEST CONDITIONS

All Aircraft:

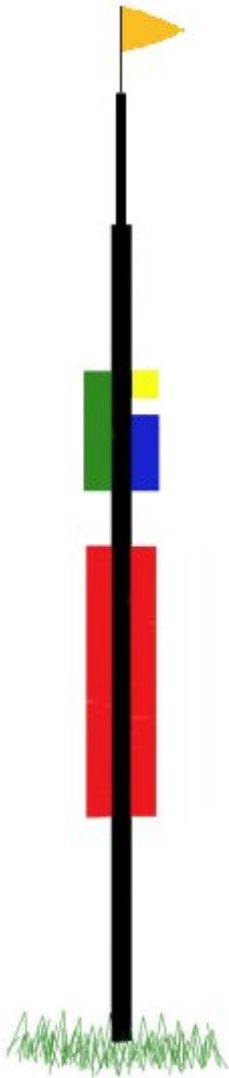
Model resting on short grass, meter 20ft from muffler, and 24" above ground pointing at model. Meter set to "A" weighting scale. If muffler points directly at the ground, raise model 2ft off the ground. Read dB reading.

Ogonowski Field Committee

John Morley, Bob Goulet, Ian Bryson, Bob Merlino, Dave Silva, Bill Lentine, Lew Sanderson, Mihran Tenekedzhyan, Vern Nulk, Steve Carignan, Steve Jackson – Field Marshal



The 495th R/C Squadron, Inc. Pin-Pole



The pin pole at the Pinnacle Street field is the primary means of *frequency control* in use by the 495th R/C Squadron, Inc. The need for strict frequency control is due to the fact that **only one** R/C transmitter can be transmitting on a given R/C frequency at any time. Multiple R/C transmitters operating on the same frequency **will interfere** and cause loss of control of any models being operated on that frequency! This occurrence is commonly referred to as a "shoot-down", and has obvious safety and financial implications for all members of the club. If utilized correctly, the pin pole **will eliminate** any chance of a shoot-down and the resultant injury or loss of property.

In the United States there are 50 R/C frequencies in the 72 MHz (aircraft) band. These frequencies are represented by discrete channel numbers ranging from Ch. 11 to Ch. 60. There are also 18 R/C frequencies in the 50 MHz band that require an Amateur Radio license to use. Each member of the 495th R/C Squadron, Inc. **is required** to have a club-issued frequency "pin" showing the channel number for each frequency they operate on. This pin will display the channel number on both sides in large, easily-readable numbers. The owners name, and AMA number, will also be shown on the pin. Magnets or clothes pins are commonly affixed to the frequency pin as a means of attachment to the pin pole. A sample frequency pin is shown below.

The basic operating principle of the pin pole is quite simple - before turning on your R/C transmitter, you must verify that your frequency is not already "in-use" on the pin pole, and then you must place your frequency pin on the appropriate green, yellow or blue areas of the pin pole. Once this has been done, you have placed your channel "in-use", and no other modeler may switch on their transmitter on the same frequency. If this process is **followed rigidly by all members**, it will prevent any possibility of frequency interference.

Pin Pole use is required for all 2.4 GHz (Spread Spectrum) operations!

The pinpole is divided into multiple color-coded "segments" or "tabs" as described below:

Glider	Only 1 glider allowed in the air at a time.
Flying	Up to 4 powered (glow, gas, electric) in the air at a time.
Waiting	Pilots "on deck" to fly.
Ground	For ground test operations only.

Note: The Flying and Glider tabs have priority over the Ground tab except when Ground is in use by an instructor giving instruction.

The "Waiting" area of the pin pole is used as a waiting list for one of the pilot stations ("Flying" position). If there is a pilot station open, the owner of the top pin should fill that station. If you are waiting to fly and the station has not been taken by pilots above your pin in the waiting list, you can jump the line and take the "Flying" position. No reservation can be made to have the field to yourself. If others want to fly and there are open flight stations, they can fly. If you wish to fly by yourself, it is up to you to make this request to others at the field to honor the special request.

Recommendations for proper and safe frequency management.

- Remember *Your Pin is Personal*[®]. You should **NEVER** allow anyone to either put your pin up, or take your pin down. **Don't allow anyone to handle your pin except yourself!!**
- Always use the pin pole whenever you fly at Pinnacle Street. Even if you are alone, get in the habit of using your frequency pin all the time.
- Be proactive about frequency control! Make it a point to know who else at the field is using the same channel number as you, and let them know your channel number as well.
- Always verify that no one else is using your channel number before turning on your R/C transmitter! Be sure to check the Glider, Ground and Flying tabs **before** turning on!
- Don't just look at the pole to determine if the frequency is clear, put up your frequency pin first!!

Note: The color-coding on the Pinnacle Street pin pole will be implemented in the Spring of 2009.



Sample 495th R/C Squadron, Inc. Frequency Pins