

West Jersey Field Operation and Safety Rules

GENERAL

1. All flyers must be members in good standing with a current AMA.
 - a. Guests of members may fly if they have a current AMA and the member who invited them is present.
 - b. ID badges (AMA card with WJRC sticker) are to be worn by a flyer, and should be conspicuously displayed on one's person
2. Mufflers must be used on all combustion engines greater than .15 CU/in. displacement.
3. Cars will be parked at least twenty feet from the two white poles at the end of the field.
4. Every member present at the field should take the responsibility of keeping spectators to the rear of the pit area.
5. No alcoholic beverages are permitted on the field.
6. No aircraft may be left unmanned with the engine running whether tied down or not.
7. Taxing in the pit area is absolutely forbidden. Carry or hold onto your aircraft while going through the pit area.
8. No flying before 10:00 AM during the week. No flying before 11:00 AM on Sunday. Electrics can fly at anytime.
9. Failure to obey the rules can result in loss of flying privileges.
10. Engine "break-in" will be done at a designated area and not on the flight line.
11. The last person leaving the field has the responsibility of securing the field.
12. It is the duty of every Club member to not only obey but to enforce the field rules.

FREQUENCY CONTROL

1. All transmitters must be frequency approved aircraft only transmitters, and display 1½ inch black on white numbers as recommended by the AMA.
2. Before a transmitter may be turned on, the pilot must place his/her pin with name and frequency on the control board, on the black block in the channel block corresponding to his/her transmitter channel. If the pin is not on the black block but in the channel box, it means waiting and the transmitter may not be turned on.
3. DO NOT turn your transmitter on unless you have followed the above procedures. DO NOT touch another pilot's pin without his/her permission. It is a good idea, before your first flight of the day to check up and down the flight line and give notice to anyone else that may be using the same frequency that you are going to be using it also.
 - a. Antenna should be collapsed when transmitter is not in use.
4. If you cause another plane to crash due to not following the above procedures, it is your responsibility to make restitution to the other pilot for the amount of damages. This amount should be worked out between you and the downed pilot. The club will not negotiate this, but expects it to be what the pilot asks, as long as it doesn't exceed costs for material and repair to equipment.
5. The frequency board will be used at all times.
6. Time limit for the use of the frequency pin is 15 minutes when others are waiting.

FLIGHT SAFETY

1. Flying over the flight line is not permitted. The inside edge of the runway is as close as any plane flight is permitted to the pit area.
2. Landing and take-offs will be determined by the direction of the arrow on the flight board. Landing or take-offs against the direction of the arrow when other aircraft are in the air is a violation of the rules. All pilots in the air must be informed before the arrow may be changed.
3. Low passes over and down the runway is only permitted in the direction of the arrow.
4. All pilots will stand behind the two white poles located at the end of the field.
5. All new aircraft must be inspected by an instructor and if deemed unsafe, not flown until corrected. Other members present must be informed of a test flight.
6. Sound off loud and clear for emergencies and dead stick landings.
7. Landing aircraft have the right of way. Always look both ways before turning your aircraft out onto the runway.
8. Your first turnout after the takeoff must be always away from the flight line.
9. Only five (5) aircraft may be in the air at any one time.
10. Each pilot shall verify runway and airspace clearance and call out intention to takeoff prior to aircraft entry onto the runway. **LOOK BOTH WAYS.**
11. Each pilot shall announce to others on the flight line his or her intention to land.

SPECIAL

1. Gliders can be flown at all times. They must conform to all aircraft safety rules. Hi starts or launch lines may not be across or on the runway.

These rules along with the AMA safety rules, common sense, good manners and consideration of each other will give us the safest and most enjoyable flying possible.

Academy of Model Aeronautics National Model Aircraft Safety Code

Effective January 1, 2014

- A. **GENERAL:** A model aircraft is a non-human-carrying aircraft capable of sustained flight in the atmosphere. It may not exceed limitations of this code and is intended exclusively for sport, recreation, education and/or competition. All model flights must be conducted in accordance with this safety code and any additional rules specific to the flying site.
1. Model aircraft will not be flown:
 - (a) In a careless or reckless manner.
 - (b) At a location where model aircraft activities are prohibited.
 2. Model aircraft pilots will:
 - (a) Yield the right of way to all human-carrying aircraft.
 - (b) See and avoid all aircraft and a spotter must be used when appropriate. (AMA Document #540-D.)
 - (c) Not fly higher than approximately 400 feet above ground level within three (3) miles of an airport without notifying the airport operator.
 - (d) Not interfere with operations and traffic patterns at any airport, heliport or seaplane base except where there is a mixed use agreement.
 - (e) Not exceed a takeoff weight, including fuel, of 55 pounds unless in compliance with the AMA Large Model Airplane program. (AMA Document 520-A.)
 - (f) Ensure the aircraft is identified with the name and address or AMA number of the owner on the inside or affixed to the outside of the model aircraft. (This does not apply to model aircraft flown indoors.)
 - (g) Not operate aircraft with metal-blade propellers or with gaseous boosts except for helicopters operated under the provisions of AMA Document #555.
 - (h) Not operate model aircraft while under the influence of alcohol or while using any drug that could adversely affect the pilot's ability to safely control the model.
 - (i) Not operate model aircraft carrying pyrotechnic devices that explode or burn, or any device which propels a projectile or drops any object that creates a hazard to persons or property.
Exceptions:
 - Free Flight fuses or devices that burn producing smoke and are securely attached to the model aircraft during flight.
 - Rocket motors (using solid propellant) up to a G-series size may be used provided they remain attached to the model during flight. Model rockets may be flown in accordance with the National Model Rocketry Safety Code but may not be launched from model aircraft.
 - Officially designated AMA Air Show Teams (AST) are authorized to use devices and practices as defined within the Team AMA Program Document. (AMA Document #718.)
 - (j) Not operate a turbine-powered aircraft, unless in compliance with the AMA turbine regulations. (AMA Document #510-A.)
 3. Model aircraft will not be flown in AMA sanctioned events, air shows or model demonstrations unless:
 - (a) The aircraft, control system and pilot skills have successfully demonstrated all maneuvers intended or anticipated prior to the specific event.
 - (b) An inexperienced pilot is assisted by an experienced pilot.
 4. When and where required by rule, helmets must be properly worn and fastened. They must be OSHA, DOT, ANSI, SNELL or NOCSAE approved or comply with comparable standards.
- B. **RADIO CONTROL (RC)**
1. All pilots shall avoid flying directly over unprotected people, vessels, vehicles or structures and shall avoid endangerment of life and property of others.
 2. A successful radio equipment ground-range check in accordance with manufacturer's recommendations will be completed before the first flight of a new or repaired model aircraft.
 3. At all flying sites a safety line(s) must be established in front of which all flying takes place. (AMA Document #706.)
 - (a) Only personnel associated with flying the model aircraft are allowed at or in front of the safety line.
 - (b) At air shows or demonstrations, a straight safety line must be established.
 - (c) An area away from the safety line must be maintained for spectators.
 - (d) Intentional flying behind the safety line is prohibited.
 4. RC model aircraft must use the radio-control frequencies currently allowed by the Federal Communications Commission (FCC). Only individuals properly licensed by the FCC are authorized to operate equipment on Amateur Band frequencies.
 5. RC model aircraft will not knowingly operate within three (3) miles of any pre-existing flying site without a frequency-management agreement. (AMA Documents #922 and #923.)
 6. With the exception of events flown under official AMA Competition Regulations, excluding takeoff and landing, no powered model may be flown outdoors closer than 25 feet to any individual, except for the pilot and the pilot's helper(s) located at the flightline.
 7. Under no circumstances may a pilot or other person touch an outdoor model aircraft in flight while it is still under power, except to divert it from striking an individual.
 8. RC night flying requires a lighting system providing the pilot with a clear view of the model's attitude and orientation at all times. Hand-held illumination systems are inadequate for night flying operations.
 9. The pilot of an RC model aircraft shall:
 - (a) Maintain control during the entire flight, maintaining visual contact without enhancement other than by corrective lenses prescribed for the pilot.
 - (b) Fly using the assistance of a camera or First-Person View (FPV) only in accordance with the procedures outlined in AMA Document #550.
 - (c) Fly using the assistance of autopilot or stabilization system only in accordance with the procedures outlined in AMA Document #560.
- C. **FREE FLIGHT**
1. Must be at least 100 feet downwind of spectators and automobile parking when the model aircraft is launched.
 2. Launch area must be clear of all individuals except mechanics, officials, and other fliers.
 3. An effective device will be used to extinguish any fuse on the model aircraft after the fuse has completed its function.
- D. **CONTROL LINE**
1. The complete control system (including the safety thong where applicable) must have an inspection and pull test prior to flying.
 2. The pull test will be in accordance with the current Competition Regulations for the applicable model aircraft category.
 3. Model aircraft not fitting a specific category shall use those pull-test requirements as indicated for Control Line Precision Aerobatics.
 4. The flying area must be clear of all utility wires or poles and a model aircraft will not be flown closer than 50 feet to any above-ground electric utility lines.
 5. The flying area must be clear of all nonessential participants and spectators before the engine is started.