

# 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. AMA card and club card or copy of same must be in possession of flyer.
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.

# WEST JERSEY RADIO CONTROL CLUB APPLICATION

Attendance Record

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Name \_\_\_\_\_ Telephone No. (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_

Street \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Date of Birth \_\_\_\_\_ Occupation \_\_\_\_\_

Employer \_\_\_\_\_

Are you a member of AMA? Yes  No  If Yes, AMA Number \_\_\_\_\_

Are you a member of another RC Aircraft club? \_\_\_\_\_

Do you have any RC Equipment? Yes  No  If Yes, what channels? \_\_\_\_\_

Email \_\_\_\_\_

Comments \_\_\_\_\_

The payment of \$25.00 plus \$5.00 for each month left in the year entitles me to a prospective membership in the WJRC Inc. The dues are \$60.00 a year which is due in January.

I will not attempt to fly an aircraft at a WJRC flying site until I have a valid AMA license, or attempt to fly alone until I have been qualified by a WJRC instructor. Even though qualified by a WJRC instructor, while I'm a prospective member, I will not fly alone at a WJRC site; there should be at least one full member present.

To become a full WJRC member, I must attend three business meetings, unless due to hardship case, have a valid AMA license, have dues paid to date, and be approved by the membership committee.

I will conform to all rules and regulations governing the WJRC. I realize that dues are the minimum responsibility of a member, and where time permits I will assist in the operation and maintenance of the club.

I have read the safety rules given to me with this application. I understand them, and the above conditions of membership, and will conform to the best of my ability.

Signature \_\_\_\_\_

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Action of membership committee. Accepted \_\_\_\_\_ Rejected \_\_\_\_\_ Date \_\_\_\_\_