

Mercer County Radio Control Society, Inc.

Field Rules

Each member has the responsibility to see that the rules are followed and operations are conducted in a safe manner. If you see a violation or potentially unsafe situation - DO SOMETHING! All pilots must have a current Open or Youth AMA membership; a Park-Pilot membership is not sufficient. Accordingly, all flight operations will comply with the AMA safety code.

Visitors must be accompanied by a member in restricted areas.

All children and pets must be under complete and continuous control of an adult.

All transmitters must be impounded on the impound table and equipped with AMA frequency identification and owner's name. Spread spectrum transmitters are exempt from this rule.

All transmitters must have a proper frequency clip prior to being turned-on. Turn off the transmitter when you return it to the impound table. Spread spectrum transmitters are exempt from this rule.

Propellers must be mounted with hardware that ensures crankshaft threads are not exposed.

Engines and electric motors are not to be started in the pit area; an engine run-up area is provided.

A plane may only be started and launched from the flight line.

There will be no flying behind the flight line.

Anyone entering a cultivated field (e.g., to retrieve a plane or equipment) shall take every effort to not damage crops.

Dead stick (un-powered) landings have the right-of-way over all traffic on the ground and in the air. The pilot shall announce the situation to other pilots on the flight line. All pilots should acknowledge the announcement and clear the field. This rule applies to all flight emergencies/forced landings.

Anyone walking onto the flying field while aircraft are operating (e.g., to retrieve a plane or equipment) shall announce his or her entrance and exit to other pilots on the flight line. All pilots shall postpone landing or taking off and maintain a safe altitude until the field is clear.

Prior to taxiing onto the flying field and/or taking off, the pilot shall check the runway and approach is clear and announce his/her intention to other pilots on the flight line. All pilots on the flight line should acknowledge the announcement.

Prior to landing, the pilot shall announce his or her intention to other pilots on the flight line. 3-D helicopter flying is not permitted.

No one may fly while the field is being mowed or if anyone is working on the field.

Pilots are encouraged to limit their flights to 15 minutes.

When assuming a designated flying spot on the flight line the pilot should be prepared to fly.

After a flight the pilot should promptly remove his gear from the flight line.

No pilot shall fly alone.

No pilot shall act as an instructor unless he or she has been appropriately certified as an instructor.

Non-member pilots may fly only as guests of members. A member hosting a guest is responsible for explaining club rules and procedures to that guest and must certify the guest's

Qualifications to fly, which will include the possession of both a valid AMA card and appropriate skills. The guest must sign the visitor's log.

Guests who fly at the MCRCs field more than four days annually are expected to apply for membership.

Non-members may be granted "guest instructor" status allowing them to act as instructors at training events conducted jointly with other clubs or organizations. Such status shall require the Board of Directors to authorize the event and each guest instructor shall satisfy two club instructors with his or her competence.

Pilots will fly a rectangular left- or right-hand traffic pattern, as agreed by the pilots on the flight line.

Pilots who are not flying a traffic pattern shall remain clear of all traffic in the pattern.

Smoking is prohibited in the pit area.

Noise abatement procedures:

Aircraft shall not operate beyond the tree line on the north side of the field.

Aircraft shall comply with the maximum sound pressure level allowed at the field.

Engines shall not be run prior to 9:00am. Electric motors are exempt from this rule.

Pilots are encouraged to limit aerobatic and higher-altitude maneuvers TO the south side of the field.

Pilots are encouraged to use throttle management to reduce high sound levels.

Announcements on the flight line: Pilots should make announcements loud enough to be heard by all pilots on the flight line. Other pilots and observers should repeat announcements that may not have been heard by all pilots. Pilots and observers who see an unsafe situation developing should speak-up. The following phrases are commonly understood:

"Taking off" means a plane is taking off and all pilots should be alert and remain clear.

"Dead stick" means a plane is performing a forced landing and all pilots should be alert and remain clear.

"On the field" means a person is on the field and all pilots should be alert and remain clear.

"All clear" means a person has left the field and normal operations may resume.

"Landing" means an aircraft is landing and all pilots should be alert and remain clear. Aircraft preparing to take the runway for takeoff should either expedite their take off if time permits or wait until the landing is complete and the runway is clear.