

**SAFETY AND OPERATIONAL RULES  
GREATER SOUTHWEST AERO MODELERS, INC (GSWAM)  
AMA CHARTERED CLUB 1140  
FORT WORTH, TEXAS 76120**

**GENERAL:**

Safety and compliance with the rules herein are every GSWAM member's responsibility. For accident prevention and safety, members are encouraged to make on-the-spot corrections as needed.

In accordance with the Bylaws, documented and substantiated repeat violators of the Field Regulations may receive a suspension of field privileges or membership expulsion.

Any pilot violating these rules is morally responsible for the consequences ensuing and should make the other pilot whole for any loss or damage incurred.

**A. GENERAL SAFETY RULES:**

1. Safety is first. There is a First Aid Kit and Fire Extinguisher in the cage.
2. Aircraft shall not interfere with and must give way to all manned aircraft.
3. Alcoholic beverages and illegal drugs are not allowed.
4. Pilots must fly their aircraft in a safe manner and condition. A pre-flight should be completed prior to the first flight each day and following a hard landing or crash.
5. Unless it is an emergency, landing in or flying over the pit area, shelter, or parking lot is prohibited by any aircraft.
6. It is prohibited to taxi a radio control aircraft within, out of, or into the pit area. The aircraft must be held anytime the engine is running inside the chain link safety fence.
7. Children must be supervised at all times, kept out of the pit/flying area and away from running engines.
8. Pets must be on a leash and kept west of the pit area.
9. Pilots who have not completed a solo may fly only with an instructor.
10. Pilots have a responsibility to watch for and to avoid other aircraft. The use of a spotter is encouraged during flight and during engine startup.
11. Pilots should be especially aware of a student's or novice pilot's airborne aircraft and yield the right-of-way.
12. Pilots of maiden or test flights should inform/alert the flight line pilots of such.
13. Pilots should talk with each other to resolve conflicting airspace problems.
14. Members must be respectful, coordinate, cooperate, and share the airspace. When a conflict cannot be resolved, land and wait for the airspace to clear.
15. Make on-the-spot corrections to prevent an injury. Unresolved unsafe acts should be reported immediately to a club officer or an instructor for assistance or by using the form available on the club website.
16. Significant injuries, property damage, or events must be reported to the club Safety Officer.
17. Activity Calls: Using the below activity calls all pilots must announce their intentions:  
They are, in order of priority:
  - a. Out-of-Control (shout a warning for all concerned to take necessary precaution).
  - b. On the field (pilot or plane on the field; announce, "clear" after field is clear).
  - c. Dead stick (in flight loss of power).
  - d. Landing (routine landing).

- e. Touch & Go (practice landing and takeoff).
- f. Takeoff (routine takeoff).

## **B. FIELD RULES:**

1. The last GSWAM member to leave the field shall ensure that all club property is secure, store chairs in the cage area, and lock the front gate upon departure.
2. It is recommended to use a spotter and never fly alone. When flying alone, do so at your own risk.
3. Pilots using FPV must use a spotter.
4. Hearing protection is recommended.
5. If any vehicle or pilot is present in a designated area, that area may not be overflown by an aircraft from any other area.
6. Club sound and city noise ordinances must be followed see club website for details.
7. Flyers must maintain visual line of sight during night flying. The aircraft must be equipped with lights arranged in a way that allows flyers to determine the orientation of the aircraft.
8. Large gas models must be flown from the stations as far to the north as possible, i.e., stations 1, 2, 3 etc.
9. Motorized vehicles, except field maintenance equipment, shall not be driven on the grass.
10. A GSWAM member may sponsor one guest pilot a day, maximum of three visits for any one guest. A guest cannot be a member of the previous year who has not renewed for the current year.
11. A GSWAM instructor, who has been qualified by the AMA, may train non-AMA members under the Intro-Pilot program.
12. Deposit all trash in appropriate receptacles or take it out with you. Leave the area cleaner than you found it.
13. After crashing, or seeing any debris on the runway or pit area, remove the debris and place it in the trash. Trash bags are available in the cage.
14. Place crashed planes in the dumpster not the trash barrels.
15. Pilots shall comply with the FAA requirements for small UAS such as marking of the aircraft and completion of the aeronautical knowledge and safety test, aka TRUST.
16. Members with an AMA Park Pilot license are limited to flying an aircraft of 2 pounds or less and below 60 mph.
17. GSWAM membership card shall be displayed prominently on the pilot's person or transmitter.

## **C. FREQUENCY BOARD AND TRANSMITTERS:**

RC users shall comply with FCC regulations. RC users of the 72 MHz, and 75 MHz bands are required to comply with the CFR Part 95. RC users of the Amateur Radio Service are required to comply with the CFR Part 97. RC users of the Low Power 2.4 GHz band are required to comply with CFR Part 15. The following transmitter types are allowed:

### **1. 72MHZ:**

- a. Do not turn-on transmitter without first verifying that your channel is not in use.
- b. Place your AMA card in appropriate channel position & attach pin to antenna prior to turning on transmitter.
- c. Transmitters must have the frequency pin attached to the antenna anytime it is turned on.

- d. Transmitters in the sheltered overhead area should have the antenna collapsed. Antenna must be fully extended prior to take-off.
- e. Place your AMA card into the Standby Position immediately after each flight and return the pin to the frequency board.

## **2. 2.4GHZ**

### **3. FCC AMATEUR RADIO AND FPV DRONES:**

Members must comply with FCC amateur radio and drone license requirements as applicable.

### **D. DEFINITION OF AIRSPACE:**

There are separate and distinct airspace areas for flying different aircraft types.

1. Fixed-wing - from the north-south extension of the chain link safety fence, east to the property line, north to the property line, and south to the property line before Randol Mill Road.
2. Control line circle - west of the parking lot, top of the hill.
3. Helicopter/drone/quad - north of the helicopter shed and to the property line, and west of the chain link safety fence extension line to the west property line. Limited fixed wing flying is permitted in that area, as defined below, when it is not in use by helicopters or drones.

### **E. FIXED WING AIRCRAFT (R/C aircraft with an engine, gliders, and sailplanes):**

1. When winds are calm, the first airborne, powered fixed wing aircraft establishes the pattern for that flight and others that follow until no aircraft are airborne.
2. When there is a wind, the prevailing north/south wind determines the pattern direction.
3. All aircraft must fly the same pattern, except gliders & sailplanes when soaring (high).
4. Extreme aerobatic or 3-D flying should be done outside the normal established pattern, east of the runway when other planes are flying the pattern.
5. Pylon style flying/racing or combat flying is allowed after announcement to the members present. Other aircraft are not permitted to fly while this event is taking place. Other aircraft are allowed to fly an established pattern after the pylon style flying/racing or combat flying is completed. Coordinate with each other.
6. South of the tree and ridge line next to Randol Mill Road is considered a no-fly zone.
7. Aircraft must be east of the instruction boards prior to starting and running the engine.
8. Electric Aircraft must be east of the instruction boards prior to starting and running the motor.
9. Aircraft with engine running must be physically restrained (hands on) until reaching the taxiway of the runway. Position aircraft to prevent backwash from blowing debris onto other aircraft and people.
10. All nitro and gas-powered aircraft must have a means of engine cutoff from the transmitter.
11. All electric powered aircraft must use motor throttle inhibit from the transmitter if it has that functionality.
12. Pilots flying the fixed-wing pattern, nitro, gas, or electric powered, shall stand at a designated flying position i.e., stations 1, 2, 3 etc. Small electric fixed-wing aircraft may be flown in the helicopter/drone area if that airspace is not active.
13. Flying north-west of the shelter area, also known as the east-west runway, is permitted on a limited basis such as during early morning, high cross wind conditions, or temporary main runway shutdowns, if that area is not in use by helicopters or drones. If not landing on the east-west runway, carefully merge back into the normal runway traffic pattern.

### **F. HELICOPTERS, DRONES & QUADS:**

1. All above applicable rules apply.
2. Three helicopters may fly at one time.
3. Helicopters cannot take off, hover, or land except in an emergency on the main runway.
4. Pilots using FPV or camera feedback telemetry, must check the quad frequency board in the helicopter shed to insure they don't interfere with another aircraft.

**G. CONTROL LINE FLYING:**

1. All above applicable rules apply.
2. Control line flying shall take place at the designated control line area west of the parking lot.

**H. ELECTRIC ASSIST GLIDERS, & SAILPLANES:**

1. All above applicable rules apply.
2. Pilots are not required to stand at a pilot station next to the chain link safety fence.
3. Pilots are permitted to soar (high) without regard to the established pattern.
4. Pilots may land and take off using high-start line with prior coordination from the main runway, control line area, or helicopter pad. If done, high-start line must be recovered immediately.
5. Pilots must announce "landing" when using the main runway.