

GSWAM SAFETY AND OPERATIONAL RULES

EFFECTIVE March 2018

GENERAL:

Safety and compliance with the rules herein is 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 revocation.

A. GENERAL SAFETY RULES:

- 1.** Safety is first. When in doubt act on the side of caution.
- 2.** The first GSWAM member arriving at the field shall unlock and open the cage allowing quick access to the First Aid Kit.
- 3.** Alcoholic beverages 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 over flying the pit area, parking lot or westward by any aircraft is prohibited.
- 6.** When there is an out of control aircraft, the pilot or any observer shall shout a warning for all to hear in the pit area and to other pilots at their flying stations. All concerned take necessary precaution.
- 7.** 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.
- 8.** Children must be supervised at all times, kept out of the pit/flying area and away from running engines.
- 9.** Bleachers are provided for visitor's use. Pets must be on a leash and kept west of the sheltered area.
- 10.** Pilots who have not completed a solo may fly only with an instructor.
- 11.** 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.
- 12.** Pilots should be especially aware of a student's or novice pilot's airborne aircraft and yield the

right-of-way.

13. Pilots of maiden or test flights should inform/alert the flight line pilots of such.

14. Pilots should talk with each other to resolve conflicting airspace problems. 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.

16. ACTIVITY CALLS: Using the below activity calls all pilots must announce their intentions.

They are, in order of priority:

(1) On the field (pilot or plane on the field; announce, “clear” after field is clear).

(2) Dead stick (in flight loss of power).

(3) Landing (routine landing).

(4) Touch & Go (practice landing and takeoff).

(5) 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 peril.

3. Hearing protection is recommended.

4. A GSWAM member may sponsor one (1) guest pilot a day, maximum of three (3) visits for any one guest. A guest cannot be a member of the previous year who is in the arrears with payment of their dues.

5. Deposit all trash in appropriate receptacles or take it out with you. Leave the area cleaner than you found it.

6. After crashing, or seeing any debris on the runway or pit area, remove the debris and place it in the trash.

7. Place crashed planes in the dumpster not the trash barrels.

C. FREQUENCY BOARD AND TRANSMITTERS

FOR 72MHZ USE;

1. Do not turn-on transmitter without first verifying that your channel is not in use. The pilot violating this procedure is morally responsible for the consequences ensuing and should make the other pilot whole for the loss. When the frequency pin for your channel is missing or in use, locate the person(s) using the channel and coordinate sharing the channel.
2. Place your GSWAM membership card (guests may use AMA card) in appropriate channel position & attach pin to antenna prior to turning on transmitter. Prospective pilots/non-members may coordinate with their coach for use of their GSWAM card for this purpose.
3. Transmitters must have the frequency pin attached to the antenna anytime it is turned on. Additionally, channels 11-60 should have attached to the antenna a red 72MHz streamer and a channel plaque with ¼ inch thick by 1 ½ inch high numbers that display the transmitter's frequency channel. Channels A1 through A8 should use the black and colored streamer required for each channel and a channel plaque as described.
4. Transmitters in the sheltered overhead area should have the antenna collapsed.

CAUTION: Antenna must be fully extended prior to take-off.

5. Place your GSWAM card into the Standby Position immediately after each flight and return the pin to the frequency board.

FOR 2.4GHZ USE;

1. Membership card shall be displayed prominently on the pilots person or transmitter.

D. DEFINITION OF AIRSPACE

1. A north-south indefinite extension of the chain link safety fence represents separation of the pit area no-fly zone to the west and the fixed-wing pattern to the east.
2. There are four (4) separate and distinct areas (airspace) for flying different aircraft types;
 - a. fixed-wing runway and pattern (east of the chain link safety fence extension line
 - b. Control line circle
 - c. Helicopter / drone / quad (north of the helicopter shed and west of the chain link safety fence extension line.
 - d. Drone track (well defined track north of areas b and c.
3. If any vehicle or pilot is present in a designated area, that area may not be overflown by an aircraft from any other area. **DO NOT FLY OVER ANY VEHICLE**

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 (heat) 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 using ignition kill, throttle cutoff switch or by the transmitter operated choke servo.
- 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 (1 through 6). Small electric fixed-wing aircraft may be flown in the helicopter/drone area if that airspace is not active.

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.