

Indianapolis RC South
Field Operation Safety Rules and Courtesies – Revised August 13th, 2018

General Field Operating Rules:

1. Every member is responsible for complying with, and enforcing, club rules.
2. All flyers and their guests must be current members of AMA and be able to supply proof of membership.
3. Only Radio-Controlled aircraft may be operated from this facility.
4. AMA Safety Handbook rules shall be observed and enforced.
5. Aircraft weighing more than 0.55 pounds and flown outdoors must be labelled per applicable AMA *and* FAA requirements.
6. FPV aircraft must follow specific AMA rules and require a spotter.
7. All radio equipment must comply with FCC regulations.
8. No alcoholic beverages are allowed at this facility.
9. Guests may use the field on a limited basis provided they are in the company of a current club member. In such cases the hosting member is responsible for enforcing club rules.
10. No spectators are allowed beyond the safety fence.
11. No flying is permitted before 8:00 am. Restricted airspace includes: over the pit area, anywhere near homes in the proximity of the field, and beyond the power lines south of the field.
12. Mufflers are required for all internal combustion engines larger than .15 cu. in.
13. Transmitters may not be turned on until the flyer's AMA card is placed in the designated pocket on the frequency board. This action identifies each active flyer. Placing the card in the appropriate slot reserves the appropriate frequency for 50, 53, and 72MHz transmitters, *and is required for transmitters utilizing 2.4GHz as well.*
14. All pilots shall maintain a safe distance between their aircraft and other pilots on the flight line.
15. Flights should be limited to ten minutes duration.
16. When starting engines in the pits, any aircraft must be pointed toward the Safety Fence.
17. After flight kill engine on taxiway before entering the pits.

Flight Operations Rules:

1. **Pilot communications are important to safe operation** - All pilots are responsible for communicating takeoffs, landings, runway changes, aircraft difficulties or the need to enter the active runway to other pilots to ensure situational awareness and minimize flight conflicts.
2. **Flight stations and runway selection** - Wind conditions, aircraft type and performance shall determine the active runway and corresponding flight stations to be utilized. Use of runways, flight stations and specified **alternate small craft areas** are designed to maximize the enjoyment from flying many different types and sizes of aircraft.

The first pilot out will choose the runway and flight station as well as setting the preferred flight pattern to be utilized based on wind and the aircraft type. Pilots that follow are required to utilize the same configuration. In the event of changes to conditions the active pilots may communicate and collectively agree to change runway and corresponding flight station usage.

 - a. **Smaller aircraft – For aircraft typically under 40 size and capable of takeoffs and landings using less than half of the total runway** length the central flying station is recommended. Communication with other pilots regarding all activities is required and safe spacing between aircraft and pilots should be maintained. All pilot stations are set 10 feet back from the runway edge. All takeoffs shall be in a direction away from pilots and in a consistent direction based on wind or mutual agreement. Powered gliders, due to slow speed and weight and hand launched status can be considered as “smaller aircraft”.
 - b. **Larger aircraft (above 40 sized) and those needing more than half of the runway** – The first such pilot of the larger aircraft shall summon all active pilots from the central flying station, when required to utilize the active runway downwind flight station for the takeoff, flight and landing of the larger aircraft. *All pilots shall taxi past all active pilots prior to application of takeoff power.* Return to use of the central station shall be by consensus of all active pilots.
3. **Large aircraft / helicopters** - (powered aircraft over 60 in. span or helicopters over 30 in. rotor diameter) – It is required that when such aircraft are flown the field be cleared of active smaller aircraft and pilots for the duration of the flight.

4. **Smaller helicopters / drones** – Small helicopters and drones using the active runway must follow the same rules and flight patterns as fixed-wing aircraft. Such aircraft must be carried to and from the active runway. For aircraft requiring rotor spool-up for takeoff this shall be done beyond the active runway maintaining a safe distance from active pilots and takeoff/landing traffic. Hovering shall be kept to a minimum and shall be kept below shoulder height. Hovering for test or instructional purposes is allowed in the **alternate small craft area** to the north west of the shelter house and shall not conflict with the use of the NW diagonal runway.
5. **Alternate small craft area** – An alternate small RC aircraft area specifically for drones, light electrics, small helicopters, FPV operations, etc. is designated to the north west of the shelter house. Guidelines for use are as follows:
 - a. The area is intended for those aircraft of smaller size that typically do not require runways and are often flown close in or very slowly. Examples would be small helicopters, hovering testing, drones, small FPV craft, light weight foam aircraft or other craft that otherwise might be considered less compatible with the main runway operations.
 - b. Main runway active pilots shall be advised of activity in this area in each individual case.
 - c. All operations shall remain clear of main runway operation and approach and takeoff patterns. Flights should be limited to immediate area and distances to the north and west of the alternate small craft area and not fly east of the safety line extending from the north-south safety fence.

Field Operating Courtesies:

1. Please use a timer to limit flights to ten minutes..
2. When using 72 MHz frequencies, please turn your transmitter off and remove your card from the frequency board immediately after concluding a flight.
3. Please use the taxiways as a means of entering or exiting the active runway.
4. Airborne planes enjoy the right-of-way over planes on the ground. Pilots wishing to take off shall obtain verbal OKAY from flying pilots *before* entering the runway.
5. Please taxi beyond the position of pilots beside the active runway before accelerating for takeoff.
6. Please announce to adjacent pilots, in advance, any low level maneuver (landings, low passes, touch and go, bomb drop, aerobatics, etc.) over, or directly above, the runway mowed portion of the field to avoid surprises or conflicts. Please announce any 3D, (hovering and/or abrupt change in direction), low level maneuver over the mowed part of the field to avoid airspace conflicts. If other pilots on the flight line are not comfortable with close-in flight, please wait until those pilots performing these maneuvers have landed.
7. Please give aircraft in distress landing priority, and allow the pilot any landing area in which he feels comfortable.
8. Please limit low-level and runway maneuvers according to the number of active aircraft.
9. The last person to leave the field is responsible for securing the road gate locks. **Members are responsible for their trash! Do not leave any trash, or broken planes. If you brought it, take it with you when you leave!**