

Blue Max R/C Flying Club

Safety Requirements

PREAMBLE: In an effort to provide a safe environment in which the members of the **Blue Max R/C Flying Club** may participate in radio controlled model aircraft flying and to further provide for the safety of visitors and our neighbors, we acknowledge the following:

SECTION I: Courtesies

The following courtesies, while not rules do allow some flexibility, are none the less expected of all club members during field operations:

- 1) Possession of any frequency shall be limited to 15 minutes at the field unless:
 - a) There are no other flyers on that frequency at the field.
 - b) All other flyers on that frequency have given permission for the extended use of the frequency.
- 2) Use of any individual frequency shall rotate among the flyers present at the field at any given time. Excepting individual agreements between the flyers.
- 3) Use of the flight stations shall rotate among the flyers present at the field at any given time.
- 4) To the best extent possible, do not aim your prop wash at other modeler's or their aircraft. For the same reason, do not place your airplane directly behind other modeler's aircraft.
- 5) All take-off and landing attempts should be announced to other flyers.
- 6) If a model must be carried out onto the runway for take-off, this intention shall be announced to give the other flyers time to clear the take-off area.
- 7) Anything you bring to the flying field should be removed when you depart.
- 8) Members should display club identification.
- 9) Do not hold the plane vertically and run the engine up in the pit area.

SECTION II: Ground Rules

- 1) You must have an AMA membership card in your possession to fly at Deer Grove.
- 2) Cars should not be left next to the pit area. It is for loading and unloading only.
- 3) Flight boxes and models being prepared for flight shall be restricted to the pit area.
- 4) Upon arrival at the field, all transmitters shall be placed in the impound area with the antenna collapsed. Verify the transmitter is turned off.
- 5) No transmitter shall be removed from the impound area until correct frequency is displayed on the channel chart atop the impound board.
- 6) All transmitter antennas must display the frequency number of the transmitter.
(It is also a good idea to have your name and phone number listed on the transmitter.)
- 7) When engines are started and run up, keep bystanders behind the propeller arc.
- 8) Extended running of engines in the pits is not allowed. Move off to the far side of the pits.
- 9) Spectators are welcome but must remain in the designated areas.

SECTION III: Model Requirements

- 1) All models must comply with the AMA safety requirements, (rounded spinners or prop nuts, no metal props, no knife edge wings, etc.).
- 2) All new models or models repaired after major damage, shall be inspected for structural integrity by a competent club member or instructor.
- 3) All radios newly installed in a model or having been in a model during a crash, shall be range-checked before flight.
- 4) All internal combustion engines shall be equipped with a muffler.
- 5) No nylon propellers (unless reinforced by glass fibers) are permitted on engines over .35 cubic inch displacement.

SECTION IV: Flight rules

- 1) Taxiing a model through the pits or to and from the flight line is prohibited.
- 2) Take-off and landings should be made on the runway only into the wind.
- 3) Hand launching is permitted only from the designated area. Positively NO hand launching from the pits or safety zone.
- 4) Pilots must stand only at a flight station. Only pilots, instructors and spotters are permitted to stand in the pilots area.
- 5) No person(s) shall stand at the edge of the runway.
- 6) A landing aircraft has the right of way over an aircraft taking off.
- 7) A "dead stick" aircraft has the right of way over all others.
- 8) When an engine quits in flight, call out "dead stick" loudly several times to warn others of the impending landing.
- 9) In any case of model malfunction in the air (radio or mechanical) promptly announce the problem to the other flyers in a loud voice.
- 10) After landing, taxi the aircraft to either side of the flight stations. Do not taxi directly into the flight stations.
- 11) Any person wishing to retrieve a model from the runway shall previously announce this intention to the other flyers. Announce in a loud voice "on the field."
- 12) Engine restarts may be made on the flying field subject to:
 - a) There is no interference with other pilots.
 - b) The field will be cleared immediately for landing aircraft.
- 13) There shall be no flying over the pits, spectator area, parking lot or any area where people are permitted to congregate.
- 14) Flying must be kept within the east-west boundary arrows and must be no closer than the runway centerline.
- 15) Low flying passes are not permitted closer than the center line of the runway.
- 16) No models shall be flown above 400 feet.
- 17) No more than four models are permitted in the air at one time.
- 18) **There shall be no flying or running of engines outside of the hours listed:**
Sunday - Saturday: 9:00 AM - 6:00 PM
- 19) There shall be no flying during runway mowing.
- 20) Flyers shall not consume alcoholic beverages or drugs prior to piloting an aircraft.

SECTION V: Other Rules

- 1) Pets shall be confined to the spectator area and shall be leashed or restrained at all times.
 - 2) No person shall attempt to fly a model without being accompanied by an instructor unless they have reached the soloist flight proficiency level or being tested for this proficiency level.
 - 3) Gasoline fueled models shall be confined to the No Smoking area while in the pits.
 - 4) No member shall attempt to start an engine or fly a model while alone at the flying field until they have attained the Intermediate flying proficiency level. **It is also suggested for all members to consider complying with this rule to enhance the safety of our sport. FLYING ALONE CAN BE FATAL.**
 - 5) All landings should be on the East-West runway.
 - 6) No landings should ever be made towards the pits.
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Safe Flying Recommendations

Ground Courtesy

- Impound your transmitter as soon as you arrive at the field. Make sure it is turned off.
 - Use a frequency flag with the channel well displayed and your name on the flag.
 - Take down the flag as soon as practically possible so others can use the frequency. Verify the radio is off before impounding it.
 - Never turn on a transmitter if someone's channel flag is up on that same frequency.
 - Put your name and phone number on your transmitter.
 - Position your plane so prop wash does not throw debris on other planes or equipment.
 - Do not break-in or do extended running of your engine in the pits. Go off to the far end of the pit area.
 - Pick up debris.
 - Move your car after unloading.
 - If you see debris on the field or in the pits, pick it up.
 - Do not walk over other peoples planes or equipment.
 - Watch others when carrying planes with running engines.
 - Do not pour excess fuel on the ground.
 - Use a "catch can" to catch excess fuel when fueling a plane.
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Equipment and Personal Safety

- Be sure planes are mechanically sound, bench trimmed, props balanced and batteries charged.
 - Range check planes.
 - Sand flashing and knife edges from plastic props.
 - Be careful when removing glow driver from plug.
 - Have a buddy hold the plane when starting or adjusting the carburetor.
 - Double nut all four-stroke engines.
 - When insects swarm, use repellent.
 - Wear sunglasses, UV damages cornea.
 - Carry a small first aid kit.
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Flying

- 1) Fly with a buddy.
 - a) To spot.
 - b) To assure the field is clear for take-off and landing.
 - c) To assure others on the flight line hear announcements.
 - d) To assist if your plane goes down.
 - e) To assist in starting.
- 2) Follow the flight pattern to avoid mid-air collisions.
- 3) "Dead stick" planes have the right of way.
- 4) Do not take-off or land with anyone on the field.
- 5) Fly within the arrow boundaries and not over any restricted areas.
- 6) Never fly over or in the direction of the pits.
- 7) Watch for traffic on the path when taking-off or landing.
- 8) Fly as quietly as possible.

Blue Max Club – Etiquette/Safety Rules for Helicopter Flying

The Board of Directors of the Club (with the advice of other Club members that are proficient helicopter flyers) have adopted the following Etiquette/Safety Rules for Helicopter Flying at our Flying Field in the Deer Grove Forest Preserve.

These rules are mandatory for all Blue Max Club members and should be encouraged for non-member helicopter flyers at the Field.

1. All helicopter pilots will have a spotter standing next to them for the entire flight. The purpose of the spotter is to make the helicopter pilot aware of other aircraft in flight; the position and actions of the other aircraft; make the pilot aware of all “Taxiing,” “Taking Off,” “Landing”, and “Dead Stick” announcements; keep the helicopter pilot aware of the minimum flight distance of 25’ in front of the Flight Line (safety fence); etc.
2. Prior to taking off, the helicopter will be placed on either the far right of the Flight Line or the far left of the Flight Line. When using one of the two flying spots on the left, the far left side will be used. When using one of the two flying spots on the right, the far right side will be used. In either case, the helicopter will be carried from the pit area and placed on the ground, inline with the Flight Line (safety fence) at least 25’ out from the corresponding angled (wing) safety fence.
3. When the helicopter pilot is ready and the Spotter has informed him that it is safe, the pilot will announce “Helicopter Taxiing.” Then the pilot will lift the aircraft to a height of 10’ or less and “taxi” it out to the runway area - not less than 25’ in front of the Flight Line. Then the pilot will announce “Helicopter Taking Off.”
4. The pilot then can proceed with his flight making sure that he does not interfere with the flight, take-offs, landings and Dead Sticks of other aircraft.
5. The complete flight will remain a minimum distance of 25’ in front of the Flight Line.
6. When the pilot wants to end the flight, he will announce “helicopter landing.” Then he will stop the aircraft at the appropriate right or left side of the Flight Line and bring it down to a height of 10’ or less. Then he will announce “helicopter taxiing” and bring it back to the original spot in front of the angled (wing) safety fence. Then the helicopter will be lowered to the ground, shut down and carried to the Pit area.