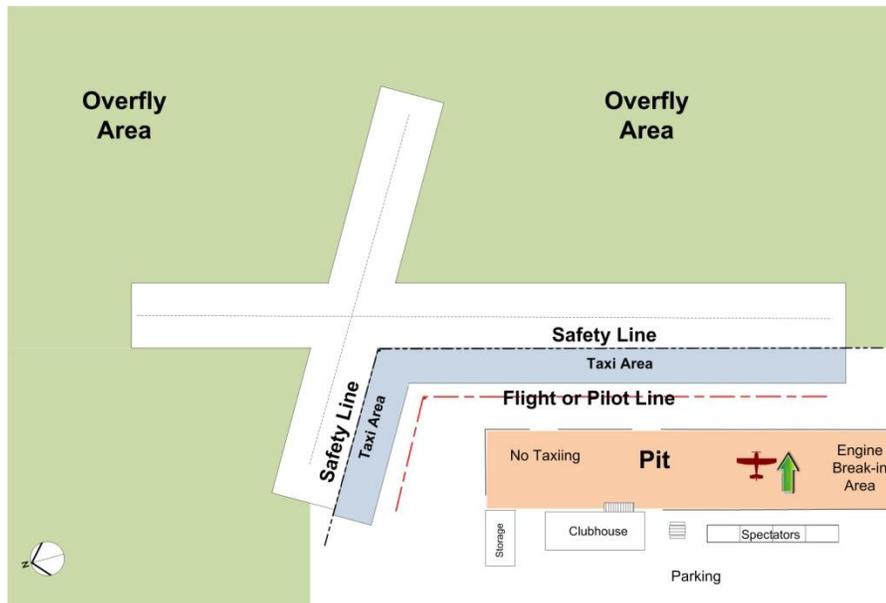


## *Flying Rules for Members and Visitors*

*As adopted November, 1988 and revised April 2012*

**Frequent and friendly communication is the key to safety and to everyone's comfort level with flight operations. All members are responsible for "policing," not just the Safety Officer**

1. Do not fly over the pit/spectator area.
2. Do not fly over the houses or buildings in the vicinity of the flying field. No one, on or off the field, should ever have cause to feel threatened by one of our aircraft.
3. All flyers must possess a valid AMA membership card (and FCC license, if required). 2.4GHz radio control systems do not require a frequency pin. Other aircraft and/or radio equipment systems shall only be operated with the appropriate frequency pin in the possession of the pilot or person operating said equipment. Frequency pins in use must be replaced in the frequency rack with a current member's AMA card or a facsimile, secured with a clothespin, indicating the frequency is in use, and by whom.
4. Do not fly over the Landfill during business hours.
5. All takeoffs and landings shall be done from the runway in use.
6. Pilots must announce their intention to all flyers on the flight/pilot line when they are about to emerge from the pits onto the flight line, take off, land, or walk out onto the runway.
7. Unless a pilot is alone on the flight/pilot line, models may not be flown closer to the flight/pilot line than 100 ft. (in the overfly area), measured perpendicularly to the flight/pilot line. Obviously, this does not apply to takeoffs and landings, and by general agreement with others on the flight/pilot line, pilots may make high-speed, close-in passes.
8. Flyers must return to the flight/pilot line position immediately after takeoff.
9. Taxiing an airplane in the pit area is prohibited at all times.



10. Planes must be secured in the pit area at all times when engine is running, with engine facing the main runway and away from all spectators. Airplanes must be restrained; restraining devices are available in the equipment shed.
11. In consideration of other flyers sharing your channel number, you must return your frequency pin and transmitter to the impound rack next to the pin cabinet upon completion of each flight.
12. When in the pit area, running your motor at high rpms for extended periods of time is prohibited. Extended adjustments or “break-in” runs must be made in the designated area at the south end of the pit.
13. All flyers are expected to observe the established flight/pilot line for safety purposes.
14. No spectator should go beyond the limit sign without being escorted by a member of the Club. Children and pets cannot enter the pit area under any circumstance. Children must be accompanied by an adult at all times. Pets must be secured on a leash.
15. Operation of any model aircraft is prohibited while under the influence of alcohol or drugs.
16. Noise control, evaluation by decibel measurement, 90 decibels at nine feet: Measure at nine-foot distance using yellow nylon rope, perpendicular to the thrust line, opposite main landing gear, from muffler side of the airplane, at height above ground even with the engine, on grass surface. Measurements should be taken at some distance from reflecting surfaces of buildings and automobiles. Hold meter away from body, measure at maximum rpm.
17. Dispose of all waste in receptacle(s) provided. DO NOT place damaged or discarded airplanes, any flammable article, or any other large or dangerous item in receptacles. Drink cans and bottles should be placed in a recycle receptacle. Police the area, including the Clubhouse floor, if you have made a mess.
18. Before being allowed to fly at the field, all Club members must acknowledge, in writing, that they have read the Club Membership Packet. This includes: Flying Rules for Members and Visitors, the Manual of Flight Instruction, and the Bylaws.
19. Any non-member who possesses a valid AMA license may utilize the Aerohawks' flying field up to two times a year but only under the following conditions: With the acknowledgement and approval of the Safety Officer, a duly appointed Flight Instructor, or an elected Club Officer, who must be in attendance at the flying field during the use of the flying field by the non-member.