

AUSTIN RADIO CONTROL ASSOCIATION FIELD RULES

I. ALL PROPOSED CHANGES TO THE FIELD RULES SHALL BE BROUGHT BEFORE THE MEMBERSHIP AT A REGULAR SCHEDULED MEETING FOR CONSIDERATION. THE PROPOSED CHANGES SHALL BE PUBLISHED IN THE NEXT ISSUE OF THE CLUB'S NEWSLETTER AND SHALL BE PUT TO A MAJORITY VOTE AT THE NEXT REGULAR MEETING FOLLOWING ITS PUBLICATION.

II. THE PRESIDENT HAS THE AUTHORITY TO MAKE EMERGENCY CHANGES TO THE FIELD RULES IF HE DEEMS SUCH A CHANGE IS NECESSARY TO PROTECT THE SAFETY OF MEMBERS AND/OR SPECTATORS AT THE FLYING FIELD. ANY SUCH CHANGE MUST BE RATIFIED AT THE NEXT REGULAR CLUB MEETING BY USING THE CHANGE PROCEDURE OUTLINED IN PARAGRAPH I ABOVE.

III. PROPOSED CHANGES VOTED IN BY THE MEMBERSHIP SHALL BECOME A PERMANENT PART OF THE ARCA FLYING FIELD RULES.

IV. THIS DOCUMENT, I~ INTENDED TO SERVE AS A GUIDELINE TO ALL PILOTS OF THE ARCA SO THAT THEY MAY BE AWARE OF THE RULES AND ABIDE BY THEIR SPIRIT AND INTENT. WITH EVERYONE'S COOPERATION. WE CAN HAVE A FIELD WHERE SAFE OPERATIONS ARE THE STANDARD OF EXCELLENCE AND AN EXAMPLE TO VISITORS OF WHICH WE CAN BE PROUD. FAILURE TO COMPLY WITH THESE RULES MAY RESULT IN LOSS OF THE CLUB'S FLYING PRIVILEGES. FLIGHT OPERATIONS AT THE AUSTIN RADIO CONTROL ASSOCIATION'S LESTER R/C FLYING FIELD ARE CONTROLLED BY THE FOLLOWING RULES:

V. A CONTEST DIRECTOR (CD) IN GOOD STANDING WITH THE AMA HAS THE AUTHORITY DURING AMA SANCTIONED EVENTS TO WAIVER THE ARCA (AUSTIN RADIO CONTROL ASSOC.) FIELD RULES AS TO ALTER THE NEEDS OF THAT PARTICULAR EVENT. THE CONTEST DIRECTOR MUST HOWEVER ADHERE TO THE CURRENT AMA SAFETY CODES AND REGULATIONS THAT GOVERN THERE WELL BEING.

DEFINITIONS:

A. PILOT -IN-COMMAND: THE PERSON WHO OPERATES A RADIO-CONTROLLED (RIC) AIRCRAFT UNDER HIS OWN COMPLETE CONTROL.

B. STUDENT PILOT: ANY PERSON WHO IS TAKING FLIGHT TRAINING FROM A COMPETENT INSTRUCTOR.

C. INSTRUCTOR PILOT: A PILOT WHO UNDERTAKES TO TRAIN A STUDENT PILOT IN THE SAME SKILLS.

D. TRANSIENT PILOT: A PILOT, WHO IS A MEMBER OF AN AMA CHARTERED CLUB OTHER THAN THE ARCA, WHOSE CLUB RESIDENCE IS LOCATED GREATER THAN 50 MILES FROM THE ARCA FLYING FIELD?

E. INTRODUCTORY PILOT: A CLUB DESIGNATED INSTRUCTOR PILOT, WHO HOLDS AN AMA OPEN MEMBERSHIP LICENSE WITH THE INTRO PILOT CLASSIFICATION REGISTERED WITH THE AMA.

PILOT REQUIREMENTS:

A. ANY PILOT WHO OPERATES A RADIO-CONTROLLED (R/C) AIRCRAFT AT THE LESTER R/C FIELD MUST MEET THE FOLLOWING REQUIREMENTS:

1. MUST POSSESS A VALID FCC LICENSE IF OPERATING ON AMATEUR RADIO FREQUENCIES.

2. MUST POSSESS A VALID CURRENT AMA LICENSE OR BE REGISTERED WITH AN AMA INTRODUCTORY PILOT.

3. MUST ALSO COMPLY WITH ONE OF THE FOLLOWING CONDITIONS.

(A) MUST BE A CURRENT MEMBER OF THE ARCA.

(B) MUST BE ABLE TO SHOW PROOF OF TRANSIENT PILOT STATUS.

(C) MUST PAY A \$3.00 DAILY USE FEE TO A CURRENT ARCA MEMBER.

B. ANY PILOT ACTING AS AN INSTRUCTOR PILOT MUST BE A CURRENT MEMBER OF THE ARCA AND MUST HAVE DEMONSTRATED ABOVE- AVERAGE COMPETENCE AND ADHERENCE TO AMA AND ARCA SAFETY REGULATIONS.

C. AN INSTRUCTOR PILOT SHALL BE RESPONSIBLE FOR CONDUCTING A SAFETY INSPECTION ON ANY AIRCRAFT WHICH WILL BE USED FOR FLIGHT TRAINING.

D. A STUDENT PILOT MUST MEET ALL REQUIREMENTS SET FORTH IN {A.} ABOVE.

OPERATIONAL REGULATIONS

01. FREQUENCY CONTROL IS THE FIRST LINE OF SAFETY AT ANY R/C FACILITY. TO PREVENT INTERFERENCE AND ACCIDENTS, STRICT CONTROL IS MAINTAINED AT THE LESTER R/C FLYING FIELD. WE EMPLOY A SYSTEM BASED ON A CHANNEL NUMBER/FREQUENCY CONTROL BOARD RATHER THAN

TRANSMITTER IMPOUNDMENT. BECAUSE WE FEEL IT IS MORE PRACTICAL AND LESS BURDENSOME FOR DAY - TO-DAY SPORT FLYING. WHEN CONTESTS ARE HELD, ARCA REVERTS TO TRANSMITTER IMPOUNDMENT DUE TO THE INCREASED SECURITY PROVIDED.

02. ALL 72 MHz AND 50 MHz RJC EQUIPMENT (TRANSMITTERS & RECEIVERS) MUST BE NARROWBAND. 72 MHz AND 50 MHz TRANSMITTERS MUST DISPLAY AN RCMA/AMA GOLD STICKER. IT IS THE PILOTS RESPONSIBILITY TO USE NARROW BAND RECEIVERS.

03. EACH TRANSMITTER MUST BE EQUIPPED WITH A CHANNEL NUMBER PLACARD THAT IS IN COMPLIANCE WITH THE AHA SYSTEM. THOSE FLYERS OPERATING ON THE 53 MHz FREQUENCIES WILL COMPLY WITH THE SYSTEM IN ACCORDANCE WITH AMA REGULATIONS.

04. EVEN THOUGH THE NEW 2.4 GHZ TRANSMITTERS DO NOT PRODUCE INTERFERENCE WITH OTHER 2.4 GHZ RADIO EQUIPMENT OR WITH ANY AM OR FM RJC RADIO EQUIPMENT, ALL PILOTS USING 2.4 GHZ RADIOS ARE STILL REQUIRED TO PLACE THEIR CLUB MEMBERSHIP CARD OR AMA CARD ON THE FREQUENCY BOARD IN AN APPROPRIATE SLOT DESIGNATED FOR THE CARDS OF PILOTS USING 2.4 GHZ RADIOS. IT IS IMPORTANT THAT EVERY PILOT, REGARDLESS OF THE TYPE OF RADIO EQUIPMENT THAT HE IS USING, PLACE A CARD ON THE FREQUENCY BOARD BEFORE TURNING ON ANY TRANSMITTER FOR THE FOLLOWING REASONS:

A) IT WILL HELP ALL OF US TO MAKE SURE THAT NO PILOT HAS SIMPLY FORGOTTEN TO PLACE HIS CARD ON THE BOARD.

B) MANY PILOTS WITH 2.4GHZ RADIOS HAVE OR USE OTHER EQUIPMENT THAT IS NOT ON 2.4GHZ. IF EVERYONE STAYS IN THE HABIT OF ALWAYS PLACING A CARD ON THE FREQUENCY BOARD BEFORE TURNING ON ANY KIND OF TRANSMITTER, WE WILL ALL BE LESS LIKELY TO INADVERTENTLY TURN ON A TRANSMITTER THAT IS NOT ON 2.4GHZ WITHOUT PLACING A CARD ON THE FREQUENCY BOARD.

C) FOR SAFETY AND LIABILITY REASONS, IT IS IMPORTANT THAT ALL PILOTS ARE AMA MEMBERS AND QUALIFIED PILOTS. THE REQUIREMENT THAT EVERYONE USE THE FREQUENCY BOARD WILL HELP US INSURE THAT ALL PILOTS ARE EITHER PAID-UP MEMBERS OF ARCA, OR VISITORS WHO HAVE PROVIDED PROOF OF AMA MEMBERSHIP AND PAID THEIR VISITOR'S FEE.

THE FOLLOWING RULES APPLY TO NORMAL FLIGHT OPERATIONS:

A. NO TRANSMITTERS WILL BE TURNED ON IN THE PARKING LOT.

B. WHEN AN R/C PILOT WANTS TO TURN ON HIS TRANSMITTER. HE SHALL FOLLOW THIS PROCEDURE:

- 1. CHECK THE CHANNEL NUMBER/FREQUENCY CONTROL BOARD TO SEE IF HIS FREQUENCY IS BEING USED.**
- 2. IF HIS CHANNEL/FREQUENCY IS IN USE, AN AMA CARD OR ARCA CLUB CARD SHALL BE IN THE PROPER POSITION ON THE FREQUENCY CONTROL BOARD. HE SHALL WAIT UNTIL THAT AMA CARD OR ARCA CLUB CARD IS REMOVED BEFORE CONTINUING.**
- 3. IF HIS CHANNEL/FREQUENCY IS NOT BEING USED, HE SHALL INSERT HIS AMA CARD OR ARCA CARD IN THE APPROPRIATE PLACE ON THE FREQUENCY CONTROL BOARD.**
- 4. HE MAY NOW OPERATE HIS EQUIPMENT. AS A COURTESY, WHENEVER MULTIPLE-USAGE (THAT IS, MORE THAN ONE PILOT USING ONE CHANNEL/FREQUENCY) IS IN EFFECT, FLIGHTS SHOULD BE LIMITED TO 15 MINUTES.**
- 5. AS SOON AS THE R/C PILOT IS THROUGH USING HIS EQUIPMENT AND HAS TURNED THE TRANSMITTER OFF; HE SHALL REMOVE HIS AMA CARD OR ARCA CLUB CARD FROM THE FREQUENCY CONTROL BOARD TO ALLOW OPERATION BY ANOTHER PILOT ON THAT CHANNEL/FREQUENCY.**

C. IT IS THE RESPONSIBILITY OF EACH R/C PILOT TO KNOW WHAT OTHER PILOTS ARE ON THE FREQUENCY THAT HE IS USING AND TO TAKE TURNS AS APPROPRIATE TO MAXIMIZE USE OF THE FREQUENCY BY EACH PILOT.

05. ENGINE RUN-UPS IN THE PITS SHALL BE LIMITED AS MUCH AS POSSIBLE AND SHALL BE CONDUCTED SO AS NOT TO DIRECT PROP BLAST TOWARD OTHER AIRCRAFT, SUPPORT EQUIPMENT, OR SPECTATORS. EXTENDED ENGINE RUNNING SHALL BE ACCOMPLISHED IN DESIGNATED ENGINE RUN AREAS ONLY. NO ENGINES SHALL BE RUN INSIDE THE BUILDING, SPECTATOR AREA, OR PARKING LOT.

06. PRECAUTIONS SHOULD BE TAKEN TO AVOID GETTING IN THE PLANE OF ANY ROTATING PROPELLER DURING RUN-UP. WHEN THERE IS A LOT OF SPECTATORS, RUN-UP SHOULD BE CONDUCTED ON THE TAXI- WAY.

07. TAXI OPERATIONS OF PROP DRIVEN AIRCRAFT IN THE PITS SHALL BE CONDUCTED ONLY WITH THE PILOT IN COMPLETE PHYSICAL CONTROL OF HIS OR HER AIRCRAFT UNTIL IT IS ON THE TAXI-WAY. JET TURBINE OR DUCTED FAN

AIRCRAFT MAY TAXI IN AND OUT OF THE PIT AREA UNDER ITS OWN POWER WITH THE PILOT IN COSE PROXIMITY OF HIS OR HER AIRCRAFT.

08. TEST FLIGHTS (FIRST FLIGHT OF NEW OR NEWLY REPAIRED AIRCRAFT) SHOULD BE CONDUCTED AT A TIME WHEN NO OTHER AIRCRAFT ARE IN THE AIR. THE TEST PILOT SHOULD BE COMPETENT IN THE AIRCRAFT TYPE. OTHER PILOTS SHOULD YIELD TO THE TEST AIRCRAFT TYPE (I.E. NO ENGINES RUNNING IN THE PITS) SO AS TO PRESENT A MINIMUM OF DISTRACTION TO THE PILOT ON THIS CRUCIAL FLIGHT.

09. PILOTS SHALL AT ALL TIME FLY IN ACCORDANCE WITH THE OFFICIAL AMA SAFETY CODE.

10. ALL FLIGHT OPERATIONS, WITH THE EXCEPTION OF HELICOPTERS AND PYLON RACERS, SHALL BE CONDUCTED WITH THE PILOT STANDING IN THE DESIGNATED PILOT AREA (SEE FIGURE 1).

A. TAXIING TO AND FROM THE RUNWAY WILL BE CONDUCTED ON THE TAXI WAYS WITH THE PILOT WALKING NEAR THE AIRCRAFT.

B. FOR TAKEOFF AND LANDING, THE PILOT MAY STEP FORWARD TO THE EDGE OF THE RUNWAY.

11. ONLY PILOTS, INSTRUCTOR PILOTS, INTRODUCTORY PILOTS AND STUDENT PILOTS MAY OCCUPY THE DESIGNATED PILOT AREA WHEN FLIGHT OPERATIONS ARE UNDERWAY.

12. NO MORE THAN FOUR PILOTS MAY CONDUCT FLIGHT OPERATIONS AT THE SAME TIME.

13. ALL TAKEOFFS AND LANDINGS SHALL BE FROM/TO THE PAVED RUNWAY OR THE GRASSY AREA IMMEDIATELY BEYOND, EXCEPT FOR HELICOPTERS AND PYLON RACERS.

14. THE FIRST TURN AFTER TAKE-OFF SHALL BE AWAY FROM THE PIT/SPECTATOR AREA.

15. ALL FLIGHT OPERATIONS SHALL BE CONDUCTED ON THE EAST SIDE OF THE RUNWAY (THE SIDE AWAY FROM THE PIT AND SPECTATOR AREA).

A. AN IMAGINARY LINE, PROJECTING TO INFINITY FROM BOTH ENDS OF THE NEAR SIDE OF THE RUNWAY, DEFINES THE BOUNDARY (SEE FIGURE 1).

B. IN THE INTEREST OF PROMOTING BETTER RELATIONS WITH THE GUN CLUB, PILOTS SHOULD AVOID FLYING THEIR AIR CRAFT IN THE VICINITY OF THAT FACILITY.

C. ANY ARCA MEMBER OBSERVING FLIGHT OPERATIONS IN THE PROHIBITED AREA (WEST OF THE RUNWAY) MUST CAUTION THE OFFENDING PILOT.

16. AIRCRAFT SHALL YIELD RIGHT-OF-WAY IN THE FOLLOWING ORDER:

A. POWERED AIRCRAFT YIELD TO UNPOWERED AIRCRAFT.

B. AIRCRAFT PREPARING TO TAKE OFF YIELD TO LANDING AIR CRAFT, EXCEPT AS IN (C)

C. AIRCRAFT CONDUCTING TOUCH-AND-GO OPERATIONS SHALL YIELD TO AIRCRAFT BOTH TAKING OFF AND LANDING.

D. ALL AIRCRAFT YIELD TO AIRCRAFT ATTEMPTING DEAD STICK

17. THE DESIGNATED PILOT AREA TO BE USED DEPENDS ON WHICH RUNWAY IS ACTIVE. PILOTS SHALL ALWAYS STAND IN THE AREA ON THE APPROACH END OF THE RUNWAY.

18. IN THE EVENT OF LOSS OF CONTROL, THE PILOT SHALL LOUDLY CALL OUT A WARNING TO THE OTHER PILOTS AND TO SPECTATORS.

19. A PILOT WITH A DEAD ENGINE IN FLIGHT SHALL NOTIFY OTHER PILOTS IN THE DESIGNATED PILOT AREA, WHO SHALL YIELD LANDING POSITION TO HIM.

20. HELICOPTERS MUST FLY THE NORMAL TRAFFIC PATTERN EXCEPT FOR HOVER PRACTICE IN THE DESIGNATED AREAS.

21. THERE SHALL BE NO SMOKING WHILE FUELING OR DE-FUELING AIRCRAFT AT LESTER FIELD.