

Green Bay Model Airplane Club
Field and Flight Rules
Adopted May 2000, Updated April 2003

GENERAL

1. All flyers shall take seriously the responsibility of observing these rules and shall assist each other in their observance. It shall be the duty of inexperienced flyers who cannot fly in a safe manner to request assistance from more experienced flyers. Likewise, experienced flyers should offer their assistance to the less skillful when, in their opinion, it is needed.
2. All flying shall be done in accordance with the current Academy of Model Aeronautics (AMA) National Model Aircraft Safety Code as well as these rules.
3. As stated in the club bylaws, only regular (non-associate) members holding a current Academy of Model Aeronautics (AMA) license shall have unrestricted use of the club flying field. Guests holding a valid AMA license may fly if accompanied by a regular member in good standing. The member is to assume responsibility for his or her guest flyer. Non AMA members may fly on a one time basis per person only (with the use of a buddy box system for RC flight). During this one time flight, the club's liability insurance is in effect as long as the non-member's supervised flying is in accordance with the AMA National Model Aircraft Safety Code. Under no circumstance should the non-member's equipment or aircraft be used. Only AMA members are insured during this flight.
4. Flyers should be alert to the presence of full scale aircraft and shall at all times yield the right-of-way to such aircraft. If full scale aircraft are flying in the vicinity of the field, taxiing, or preparing to take off, RC planes shall remain on the ground, or, if already flying, shall stay clear of the airspace above the runway, land, or otherwise restrict their flying in such a manner as to present no danger to the full scale aircraft. Free flight flyers shall not launch their planes when full scale aircraft are flying, taxiing, or preparing to take off.
5. Ground conditions permitting, motor vehicles may be driven along the driving lane which runs west from Bins Court south of the hangers, then north along the west side of the north/south runway, then east to the parking area, as shown on the diagram marked "Exhibit A". No driving or parking is allowed on any other part of the airport. In winter or if ground conditions do not permit driving out to the normal flying site, members may fly off the end of Bins Court. No setup is allowed north of the southeast edge of the northeast/Southwest runway and no flying over the hangers.
6. The maximum noise level for all engines shall be 96dB at 9 feet. Measurements are to be taken with the model on the ground and the recording equipment 1 foot above the ground on the engine side of the model.
7. No flying from the field proper is allowed while the grass is being cut.
8. It is the responsibility of all club members to keep their own area, the field proper, and surrounding areas clean.
9. All pets shall be kept inside the fenced spectator area on leashes not to exceed 8 feet.
10. An engine break-in area has been established on the east side of the north/south runway in front of the flagpoles. All engine break-in activities shall take place in this area to avoid disturbing other flyers. Aircraft shall be attended during the break-in period.

RULES FOR RC POWERED MODELS (See diagram marked “Exhibit A”)

1. The frequency control board shall be used at all times. Flyers will insert their AMA cards in the slot provided for the frequency they are using and shall attach a clothes pin to cover the frequency number. The other flyers waiting to use the same frequency will insert their card behind the others. When flyers finish, they will remove their cards and the clothes pin.
2. The pit area may be any area located at a reasonable distance behind the established flight line. All planes and equipment shall be confined to the pit area when not flying. Engines shall not be run at any time inside the fenced area.
3. One (1) east/west pilot line shall be used as shown on the diagram (“Exhibit A”) with all flying done in the area to the north of this pilot line. Takeoff and landing can be in any direction as long as fellow flyers are notified of intentions. All flying shall be done from the pilot line. Modelers may leave the pilot line for takeoffs and to retrieve models after landing provided: **A)** All flyers are notified and **B)** The modeler returns to the pilot line immediately. No aircraft shall be flown behind the pilot line except for purposes of takeoff and landing. After flying, modelers will move their equipment and planes from the pilot line to the pit area.
4. All models landing have the right of way over those taking off. Dead stick landings have the right of way over those with power.
5. Loss of control of an aircraft that would endanger other flyers or their property shall be signaled by a clear audible warning.
6. A 15 minute time limit prevails if someone is waiting to use the same frequency.

RULES FOR RC NON-POWERED GLIDER AND SAILPLANE (See diagram marked “Exhibit A”)

1. All “Rules for RC Powered Models”, where applicable, shall apply.
2. Where a hazard exists, sufficient warning is to be given powered aircraft flyers prior to launch.
3. The launching of gliders or sailplanes by means of a winch or other towline device must be carried out so no hazard is created to planes in the air, including full scale aircraft. Winches or other towline devices shall be located at the upwind end of the pilot line. Landings shall be made in accordance with “Rules for RC Powered Models”.

RULES FOR FORMAL PYLON RACING AND COMBAT

Formal pylon racing (with poles used) and combat flying may be flown only with the mutual consent of all flyers present. No other RC flying is permitted while racing or combat is in progress.

RULES FOR U-CONTROL AND FREE FLIGHT

If RC flyers are present, U-control or free flight models may be flown only with the mutual consent of all other flyers present. U-control lines will be removed from the field when not actively in use.

VIOLATIONS

Willful violations of these rules shall subject the offending member to disciplinary action or expulsion from the club. Such violations shall be reported to a member of the Field and Flight Rules Committee or any club officer.