

FIELD RULES

Of the
MID-HUDSON RADIO CONTROL SOCIETY INC.
Revised 5/16/2007

Purpose:

To provide a safe and enjoyable environment for FLYING RC AIRCRAFT, All members have a right to equal flying time. All members are expected to abide by and help enforce these rules and courtesies. Violation of the rules or flagrant disregard of courtesies can cause suspension of field privileges or permanent expulsion from the club. Any expulsion or suspension must be acted on by club vote and be carried by a majority. Instructors and club officers can require a pilot to ground an aircraft until rules are met.

The following rules shall be in effect at all of the M.H.R.C.S. flying sites:

GENERAL RULES

1. No ground RC vehicles are allowed to use club property.
2. AMA SAFETY RULES WILL APPLY
3. All fliers must abide by AMA rules and regulations and must be able to produce for inspection, at any time, a current AMA card.
4. Your Club membership card must be displayed on frequency board while flying at the club fields.
5. All fliers must be members or a guest of a member. No guest will be allowed to fly unless a regular member accompanies him or her and all guest fliers must be current AMA members. The member must vouch for and be responsible for the guests flying and behavior.
6. A guest flier will be limited to three visits with a member. Additional visits are at the discretion of the club membership and must be voted upon and carry a majority vote.
7. Fliers will be categorized into three groups as follows and must abide by the restrictions as indicated:
 - a. A STUDENT is a member in training under the guidance of a Club Instructor. Students shall not fly without the presence of a club certified Instructor in attendance. The Instructor assisting the Student will be responsible to insure compliance with field rules and courtesies. A Student can move to Flier status when he or she has demonstrated to an Instructor that they have sufficient knowledge of field and safety rules/ procedures and have successfully demonstrated their flying proficiency.
 - b. A FLIER is a member who has general status and has no restriction except as indicated by the field rules and courtesies.
 - c. An INSTRUCTOR is a member certified to teach Students the basics of safety, modeling and flying. Instructors have the same privileges as Fliers. They will be responsible for advancing people from Student to Flier status.

It is the responsibility of the Instructor to get a Student flying at a level of proficiency and have them go through the safety course conducted by the Safety Director so they can be signed off to fly safely on their own.

8. It is mandatory that all engines be equipped with an effective silencer. A suggested guideline is a maximum noise limit of 90 decibels at full throttle, measured at three meters from the centerline of the model with the model standing on grass. The MHRCS sound meter can be used. Contact the club Safety Officer for additional information and assistance.
9. Spectators must stay on the parking lot side of the trench.
10. If you are the last one leaving close and lock the gate and walkway when you leave.
11. No alcoholic beverages are to be consumed at any time at club flying sites unless otherwise announced by the Board of Directors.
12. All members are requested not to fly alone. The person with you does not have to be a club member. The purpose is to provide assistance in the event of a medical emergency.

FIELD CONTROL RULES

1. AMA ID and your name and phone number should be on every aircraft. This is an AMA requirement.
2. No transmitter shall be turned on without the proper channel identification plaque being on the transmitter (this is an AMA requirement) and the proper channel pin having been placed on the frequency board. There is a place on the Frequency Board for those using Spread Spectrum transmitters.
 - a. There will be no exceptions. You must have your channel pin (which is a reduced copy of your membership card to show you are a current club and AMA member and to show the channel you are using. For those with Spread Spectrum Transmitters see #2 above.
 - b. It is your responsibility to make sure each flyer is on a channel that is different than yours.
3. When both fixed wing aircraft and helicopters are present at the field, 15 minute alternating time slots will be used. ALL flying and hovering will be done on the main field
4. Teenagers or adults only should retrieve planes from the field and then only after making it known that they are going out on the field.
5. Only members, spotters and guest fliers are allowed in the pit area. Safety gates must be used when two or more people are flying.
6. Dangerous or erratic flying will not be allowed.
7. Length of anyone flight shall be limited to one tank of fuel or fifteen (15) minutes of flight, whichever is less. The obvious purpose of this is to afford all fliers an equal share of flight time.
8. Flying must be done from marked flight stations only. (This does not apply to gliders when using a powered winch).
9. All flying shall be in front of the pilot stations and away from or parallel to the pit area. There shall be no flying behind the established flight line or over the pit area, spectators or parking area. This does not apply when glider flying.

10. NO FLY ZONES must be observed. Contact a club officer or Instructor for assistance.
11. All engines will be started with the aircraft facing 180 degrees away from the spectator/parking area. Helicopters must be started on the field side of the ditch, in the pit area.
12. Never start or run your engine directly behind a Pilot Station. Set up as near the trench as possible.
13. At no time shall an aircraft be in the spectator or parking area with the engine running. No test running of engines or motors in the parking area.
14. No taking off from or landing toward the Pit area. No taxiing in or out of pit area.

Fixed Wing power aircraft only # 15 thru # 17

15. Take off and landing direction should be into the wind. The direction shall be established by agreement among the fliers. Once the direction has been set, all fliers must conform.
16. The first turn after takeoff shall be away from spectators and the pit area.
17. Landings shall be parallel to the flight line only! Then taxi past the end of the flight line and pits before turning onto taxi lane to return to the flight station.
18. Helicopters must take off and set down 15-20 feet out from the flight stations.
19. Kill your engine before bringing it back to the pit area.

GENERAL SAFETY

1. Be sure your transmitter is set for idle or just above when starting your engine. NEVER attempt to start with throttle wide open
2. After starting engine, move around to the rear of the plane to remove Ni Starter or adjust Carburetor. Do not stand in front of, over, directly to the side of or reach over or around a spinning prop.
3. On larger engines (60 size and over) get someone to hold plane for you or use some means of restraint.
4. Be sure you can kill your engine with the throttle trim lever or switch on transmitter. Ranges check your aircraft before first flight and after a hard landing or crash.

FIELD COURTESIES

1. Do not litter. If you brought it with you - take it home with you.
2. Pets must be kenneled or kept on a leash at all times. Children must be kept under control so as not to endanger themselves, disturb fliers or cause damage to planes or equipment.
3. No vehicles or bikes on the flying field except as authorized by club.
4. Excessive running of a motor for tune-up and carburetor adjustment or break-in may not be conducted at the field and should not infringe upon another's flight time. Exceptions can be made only if other fliers at the field agree.