

Addendum C
SCENIC R/C FLYERS FIELD OPERATIONAL RULES (ver6-15-09)

1. Flying is restricted to Club members and guests who are current AMA members.
2. Non-member visitor pilots may use Club facilities for two days if they show a current AMA membership card and follow posted rules. Pilots visiting members from out-of-town may fly with that member for up to two weeks if they show current AMA membership and follow posted rules.. Additional sessions require Club membership.
3. Student pilots must use a "buddy box" and cable, if available, and be accompanied by a Scenic R/C Flyers instructor until solo. Student pilots must show a current AMA membership card and are allowed five (5) instructional flying days as non-members of Scenic R/C Flyers. Thereafter, they must become members before exercising further flying privileges.
4. Do not start aircraft on the assembly tables or on the runway side of the orange fence. Use the starting tables or the ground pads with posts, even for restarts. Aircraft can also be started on the ground along the pit side of the orange fence. With larger aircraft please use the help of another person to hold the airplane or a stabilizer securing device designed for this purpose.
5. Pilots will select a position along the pit side of the orange runway fence from which to control their aircraft.
6. A limit of five aircraft is allowed to be flown simultaneously from the main runway.
7. When multiple fixed-wing aircraft are being flown simultaneously they must all follow the same clockwise or counter-clockwise racetrack traffic pattern, flying **only upwind** over the runway. The pattern should be flown tight enough and consistently enough such that pilots wishing to perform aerobatics or 3D maneuvers can do so above, beyond, or in the middle of the traffic pattern.
8. Landings and takeoffs are to be made into the wind whenever possible and consistent with aircraft in the pattern.
9. **Aircraft flying a traffic pattern have right-of-way over aircraft performing aerobatics or 3D!** Pilots wishing to perform aerobatics or 3D maneuvers while other aircraft are in the pattern must do so in a manner that will not intimidate other pilots or cause them to take evasive maneuvers. Aerobatics or 3D must be performed WELL AWAY FROM other traffic in the pattern (above, beyond, or in the middle of the traffic pattern).
10. Frequency pin control (and membership control for Spread Spectrum) is in effect for ALL pilots any time a transmitter is turned on. Scenic R/C Flyers member pilots must place their Club membership card in the appropriate frequency pin slot (or slots labeled "2.4" if using Spread Spectrum). Guest pilots must do the same but use their AMA membership card.
11. The appropriate frequency pin must be removed from the board and placed ON THE TRANSMITTER.

12. Possession of a frequency pin will be limited to 20 minutes if others are waiting for that pin.
13. ANNOUNCING YOUR INTENTIONS - Any time you are performing aircraft operations simultaneously with other pilots it is important that you all communicate via announcements. Here are examples of the more important announcements. Speak LOUDLY and repeat if necessary to assure being heard. The other pilots should acknowledge announcements ("OK").
 - a. "DEAD STICK!" – If your engine quits. Lets other pilots know they must immediately yield the airspace for you to land.
 - b. "I DON'T HAVE IT!" – If you lose control. Lets everyone know to watch out.
 - c. "LANDING" – Called when on downwind to land. Lets other pilots know you need a clear runway. Aircraft already on the runway have right-of-way over landing aircraft. Calling "landing" does not change this. The pilot of an aircraft on the runway should respond "THE RUNWAY IS NOT CLEAR, GO AROUND".
 - d. "ON THE FIELD" – Called before walking onto the runway or over-flight area. Other pilots must divert their flight path so as to stay clear. It is better to wait until all aircraft have landed. Never walk onto the runway while an aircraft is approaching.
 - e. "TAKING THE FIELD" – Called before taxiing onto the runway. Lets other pilots know the runway is not available for landing.
 - f. "FULL-SCALE AIRCRAFT APPROACHING FROM THE WEST" – Lets other pilots know they must descend and yield.
14. There is a short runway to the south of the Club shelter that extends westward, diagonally off of the main runway. Fixed-wing aircraft may use this runway for crosswind take-offs and landings and for separate flight operations remaining well clear of traffic in the main pattern. However, this is the Designated Helicopter Area and helicopter pilots have priority for its use.
15. No alcoholic beverages or illegal substances are allowed at the club field!
16. Mufflers are required on all engines. Mufflers designed with an internal baffle are not to be operated with the baffle removed. No aircraft will be operated at a noise level that exceeds 100db measured at 9 feet
17. Continuous testing, tuning, or break-in running of engines is distracting for pilots and irritating for others. Please do so as far away from pilots and your fellow members as practical.
18. All AMA/FCC authorized R/C frequencies are allowed. These include channels 11 through 60 and ham band. Transmitters must be narrow-band per 1991 AMA guidelines.
19. Financial responsibility for each aircraft resides with the owner. This applies to anyone asking or allowing another pilot to fly his aircraft. It also applies to mid-air collisions, unless one pilot was observed to have caused the collision through willful violation of the flight rules.
20. ALL members are responsible for keeping the field clean, including the driveway, parking lot, pits, runway, and over-flight areas. Broken props, rubber bands, trash, cigarette butts, etc., must be placed in trashcans before leaving. If you have significant trash, like crash damage, please take it home instead of filling the trashcans. Even if you didn't drop it, please don't wait for someone else to pick it up.
21. All pets must be kept on a leash. Pets are not allowed beyond the assembly tables.

22. The last member to leave the field MUST lock the gate.

HELICOPTER OPERATIONS

1. Helicopters must be operated over the short runway to the south of the Club shelter that extends westward, diagonally off of the main runway. Helicopters must remain well clear of the main runway traffic pattern area (clear of the main runway edge as defined by the orange fence line extended southwest towards Highway 316 parallel with Wall Road).
2. A limit of two helicopters is allowed simultaneous flight operations in the helicopter area. This is in addition to the five fixed-wing aircraft limit for the main runway and traffic pattern.
3. Fixed-wing aircraft have right-of-way over helicopters, except in the designated helicopter area where fixed-wing aircraft ARE NOT ALLOWED during helicopter operations.
4. Helicopters are allowed to fly over the main runway only during Club-approved flight demonstrations when no fixed-wing operations are taking place.

CONTROL LINE OPERATIONS

1. Control line equipment will be inspected before the initial flight each day.
2. Control line operations are to be done as close to the porta-potty as practical and safe.
3. Control line operations should be carried out only if well clear of parked cars (50 feet plus)
4. Control line operations must not interfere with or endanger helicopter pilots or operations. Take turns if there is any doubt.