

KCAM Safety (S) and Operation (O) Rules

1. Safety Rules (marked with S) are mandatory compliance by all pilots that fly at KCAM.
 2. (S) All members shall adhere to the AMA Safety Code and FAA regulations regarding UAS operations.
 3. (S) All new KCAM members are required to complete the approved student training manual or show proficiency to any KCAM instructor or board member. All students will fly under direct supervision of a club instructor (usually a buddy box). Soloed pilots can buddy box with any other Open member.
 4. (S) When opening the field members should open both gates and lock the left gate to the fence with the chain and lock. Vehicles or persons entering should be identified to assure their purpose of entry. Visitors are welcomed but must adhere to club field rules and safety requirements.
 5. (S) Non KCAM members shall remain behind the designated prop safety line unless accompanied by an Open member. There shall be a maximum of seven (7) persons allowed on the observation deck at any one time. No transmitters allowed on the observation deck. Non-AMA guests may be invited to visit the observation deck provided they are accompanied at all times by an adult. Club members assume responsibility for their guests. Pets shall be controlled by leash.
 6. (S) Frequency Management Plan not applicable for 2.4GHz radios. If not using 2.4GHz radio, you must obtain your numbered frequency pin prior to activating your transmitter by exchanging your valid KCAM membership card for the pin. Pins shall be attached to your transmitter prior to turning it on.
 7. (S) Use of an overflow device during aircraft fueling is recommend for safety.
 8. (S) All aircraft shall be adequately restrained during engine start and started forward of the designated prop safety line with the aircraft facing the runway. Starting engines and taxiing out from pit area to runway is permissible using extreme caution. Returning aircraft shall be shut down prior to re-entering the pit area. No hovering or quad flying in pit areas.
 9. (S) Pilots shall practice noise abatement in pit area and shall be no more than 90db at 9 feet as per AMA recommendations. Extended engine runs should be performed to the west side of pit area in the vicinity of the engine test stand.
 10. (S) Fly well clear of homes north and south of the field. Do not fly over persons on the ground. Do not fly over pit area, parking area, viewing area, entrance/exit roads, or field buildings. Do not fly behind the established flight line. For noise abatement, pilots may fly over the entrance/exit roads for landings making sure not to fly over persons or cars in the process.
 11. (S) All pilots flying shall be alert of other aircraft's activity. Stay within ear shot of each other for ease of voice communication and relay to your intentions as to take-offs, landings, dead stick, or issues that could affect safety.
 12. (S) KCAM will permit visiting AMA members visiting to fly at our field provided they exhibit a valid up to date AMA membership card. The guest must be accompanied by an Open KCAM member and is responsible for the visitors adhering to KCAM Safety and Operation Rules. Any AMA members interested in joining KCAM may fly at the field up to three times per calendar year to evaluate the club.
 13. (S) If a non-AMA visitor is interested in joining the club, a KCAM member should instruct them as to the steps needed to become an AMA and Club member, or AMA Introductory Pilot program and inform them of KCAM Safety and Operating Rules.
 14. (S) Any flying models using FPV goggles, must have an educated and experienced spotter with them at all times. (Reference AMA document 550 for FPV use).
 15. (S) Last member to depart flying field, verify proper stowage of all clubs possessions and security of buildings and road entrance gate locked. The main gates lock shall be secured, lock-to-lock.
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1. Operation Rules (marked by O) are guidelines to help with the organized traffic flow of multiple aircraft. Any deviation to the Operation Rules requires ALL members involved to be fully briefed and in full agreement.
 2. (O) A maximum of four fixed-wing aircraft are permitted to fly at the same time on the main runway. A maximum of two helicopters, multi-rotor or other non-fixed wing aircraft are permitted to fly at the same time on the auxiliary runway. While the auxiliary runway is in use, fixed-wing aircraft will remain north of the main runway and non-fixed wing will remain south of the main runway. A red flag will be displayed at the intersection of the runways when auxiliary runway is in use.
 3. (O) Pilots will stand in designated pilot stands while flying for their own safety.
 4. (O) Helicopter, multi-rotor and other non-fixed wing aircraft will coordinate use of the main runway with fixed wing aircraft and will not fly at the same time.
 5. (O) When more than one aircraft is in the pattern, all take-off and landing maneuvers will be accomplished into the wind indicated by the windsock. Passes over the active runway are only allowed in the direction of take-offs. If wind is too light or variable to activate the windsock, the pilots will agree about the direction of take-offs and landings.