

Spring Area Radio Kontrol Society

Chartered Club 2236

Operational and Safety Rules

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Glossary of Terms

Term	Description
Fixed Wing Aircraft	These are aircraft with a wing attached to a fuselage. This category excludes helicopters or multi-rotor drones.
Flight Line	The flight line is an imaginary line that runs in an east-west direction IN FRONT of the pilot stations.
Fly Zone	The area north of the fence designated as “Pilots Only”.
Hangar	The hangar or covered shelter is where model aircraft are made ready-to-fly.
Helicopter	An aircraft which uses a horizontal rotating blade to fly. This aircraft may or may not have a counter balancing rotating blade on a tail boom.
Multi-Rotor Drone	This is an aircraft that has four or more rotating blades mounted on booms extending from a central fuselage.
Parking Area	The parking area is a designated area generally south and east of the hangar.
Pilot Stations	The five protected pilot stations are located between the flight line (runway) and the pit area. The stations are surrounded on three sides by chain-link barrier fencing.
Pit Area	The pit area is the area between the fly-zone fence and the flight line. This area constrains Flight Stands to restrain a plane during fueling, arming and run-in.
No Fly Zone	The No Fly Zone includes the entire area south of the Fly Zone Boundary fence. This includes the grassy area between the shelter and the fence, the hangar, the spectator area, and the entire parking area.
Runway	The runway is any part of the field north of the flight line to the northernmost fence. A runway can be grass or asphalt.
Shelter Area	See Hangar.
Spectator Area	The spectator area is a designated area for non-pilots and other observers of field activities to sit or stand while watching flying activities. This is the marked area with bleachers west of the shelter near the chained maintenance entrance onto the field.
Starting Area	See Pit Area. This is the area where the aircraft are started and checked for flight worthiness.
Transmitter	The transmitter is the electronic device used to control any remote-control device, including airplanes, helicopters, multi-rotor drones, and any other aircraft. It is part of a UAS.
UAS	Unmanned Aerial System - UAS is an all encompassing term for everything that makes a drone/UAV operate: the ground control station with pilot, communications, support equipment, etc.
UAV	Unmanned Aerial Vehicles – e.g., a model RC airplane or drone. A UAV differs from a UAS in one major way: a UAV is just referring to the aircraft itself, not the ground control and communications units.

SPARKS Field Area Designations

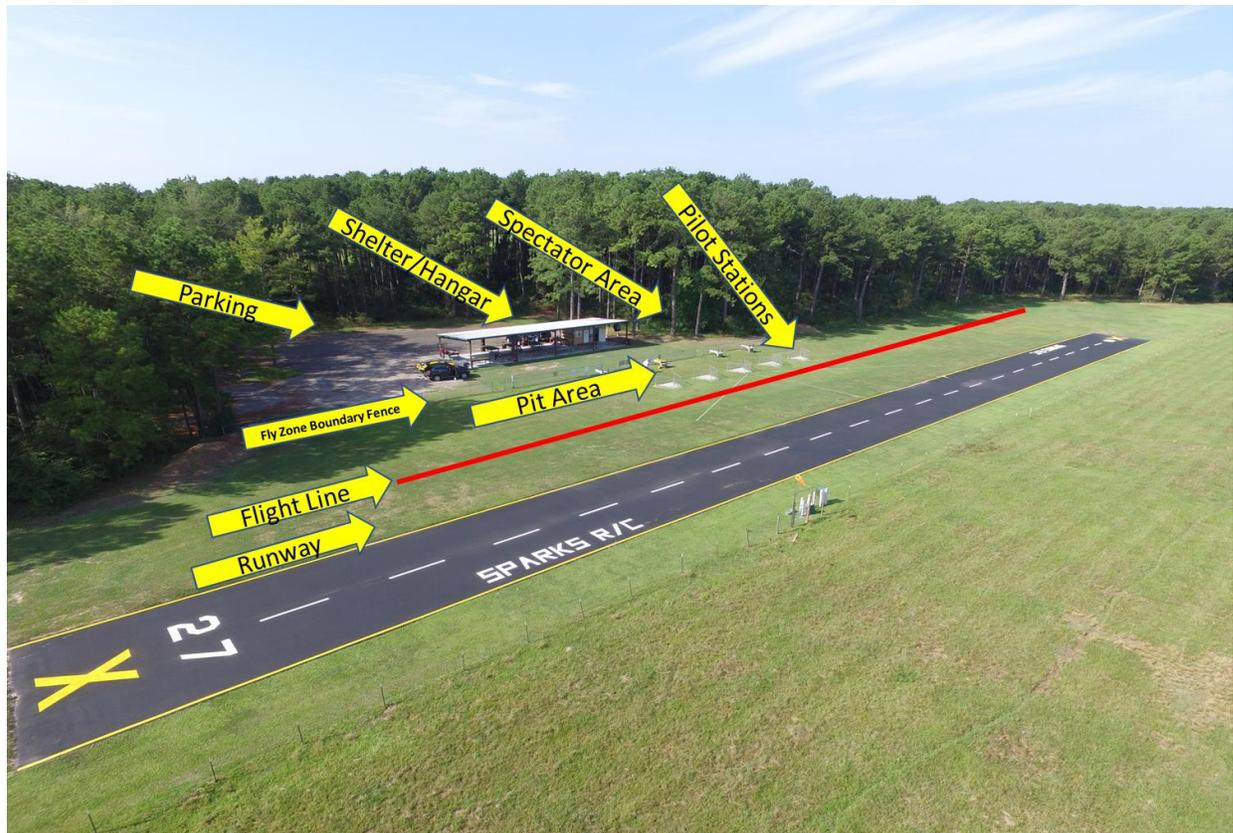


Illustration 1 – SPARKS Field Layout

Background

This document is intended to specify a set of general and detailed rules required to ensure the safety and health of SPARKS Club members and visitors. These are, by no means, a complete list but a list of thinking points and considerations. No list of rules can substitute for situational awareness, thinking, and sound judgement based on experience.



General Operational Rules

1. All pilots must have proof of a current AMA membership on their person to fly.
 - a. SPARKS members are, by definition, members of the AMA and are in good standing if their name is on the club roster displayed on the bulletin board.
2. Members must abide by the AMA Safety Code (posted on the club bulletin board)
3. When using older 72 MHz radios, ensure any other pilot using 72 MHz is not also using your channel before powering on. Talk and coordinate.
4. Arming of electric aircraft or starting internal combustion engines outside the pit area (south of the fence nearest the hangar or in the hangar itself) is forbidden.
5. Pilots should remain in their respective pilot station for the duration of their flight.
6. The pilots shall always announce their entry onto the runway for any purpose.
7. All flying must be done north of the flight line. There should be NO intentional incursion into the airspace south of the flight line and especially over the hangar, bleachers, and parking area.
8. Avoid the area near Highway 99 one quarter mile north of the flightline at all costs.
9. Simultaneous flying of fixed-wing and helicopters/multi-rotor drones is not allowed without the consent of all other pilots at the flight-line.
10. Full-scale aircraft always have the right of way.
11. Ask unfamiliar flyers if you can help, and if they have an AMA or SPARKS membership card.
12. Pilots must either pass the SPARKS Safety Check before flying solo or fly under the direct supervision of an authorized SPARKS instructor. No exceptions.
13. Use sound judgement when flying RC UAVs. **Look and Think!**

Detailed Operational Rules

Safely comes first. Every flyer and club member shall share responsibility for safety at the flying field. If you see something unsafe, correct it immediately if you can. Bring unsafe conditions or actions to the attention of the individual and the Field Safety Officer.

Pilot Readiness

- All pilots shall abide by the current safety code of the AMA pertaining to the use and operation of radio-controlled models. The AMA code is posted on the hangar bulletin board.
- Per Dyess Park rules, no alcoholic drinks are allowed on the property. Flying while under the influence of alcohol or drugs is grounds for dismissal for cause from the club.
- Flying is allowed at the field whenever the park is open.
- Try to not be the only pilot at the field. Accidents can happen very quickly, and immediate help may not be available.
- Pilots must have passed the SPARKS Safety Check before flying solo or fly under the direct supervision of an authorized SPARKS instructor. No exceptions.
- Be aware of the safety equipment available at the field and know how to use it.
- FPV pilots must have a spotter accompany them throughout their flying session.
- Pilots must be aware at all times of the possibility of full-scale aircraft using the Dan Jones airport and be prepared to take action to avoid such aircraft.
- In case of dire emergencies, call 911. The GPS location is on a fence sign.

Aircraft Readiness

- The name and address **or** AMA number of the owner shall be placed on an easy to access panel or marked on the outside of all models flown outdoors.
- All aircraft weighing more than 0.55 pounds should display an FAA Unmanned Aircraft Registration number.
- Check that all internal equipment (battery, receiver, fuel tank, servo(s), etc.) is secure.
- Check all control surfaces for proper movement prior to entering the flightline.
- All RC transmitters should be digital, using the 2.4Ghz band. Any operation of 72 MHz radio equipment must be announced and coordinated with others using those frequencies.
- Range check radios when new or repaired after a crash.
- Do not start glow or gasoline engines on the runway. Move the plane to the pit area.
- Do not stand in the line of the prop arc of a running engine. Make all adjustments from BEHIND the rotating propeller.
- All engines are subject to sound restrictions designated by the AMA. See AMA document 927 Sound/Noise Abatement Recommendations.
- Engines should be started and tuned in the pit area. No engines are allowed to be running south of the fence closest to the hangar.
- Batteries are not to be left unattended while charging.

Taking to the Air

- All pilots will stand in one of the five designated pilot stations when flying aircraft and not standing on or along the runway.
- There will be NO simultaneous flying of fixed-wing and helicopters/multi-rotor drones unless agreed to by all pilots on the flight line.
- Takeoffs and landings shall ALWAYS be announced by the pilot. Pilots will announce takeoffs, landings, and dead sticks so others may clear the way. When taking off or landing, a pilot or spotter should announce the action and direction, whether right to left, or left to right.
- All turns after takeoff are to be away from the pit or spectator areas.
- There shall be no more than 5 aircraft in the air at any time.
- All flying aircraft must be visible from the pilot station.
- Flying over or near Highway 99, which is ¼ mile north of the field, is not allowed under any circumstances. If necessary, sacrifice your plane. Violations can result in removal from the club for cause.
- No flying is to be done over the hangar, spectator, or parking areas.

Landing and Post Flight

- Landing aircraft have unconditional right of way.
- Landed aircraft shall clear the runway as soon as possible.
- All aircraft and field boxes should remain in the pit area or hangar when not in use.
- Ensure any damaged battery is disposed of properly in the Lithium Battery Waste Bucket.
- Leave a note on the whiteboard if you see something that needs to be repaired or improved.
- Remove any remnants of a crash from the field or north pasture and properly dispose of them prior to leaving the field for the day.
- Clean up after yourself. Respect our site and the environment.

Spectator Considerations

- Any member sponsoring a guest should be with that guest when they are at the field.
- Guest pilots should be limited to flying on three occasions before membership is required.
- No visitors, other than accompanied trainees, are allowed in the Pilots Only area north of the fence.
- Spectators are allowed into the hangar only if accompanied by a member.
- All spectators must remain in the designated spectator area (bleachers) unless escorted by a club member.
- Touching any aircraft or any field equipment that is not your own is not allowed without the owner's permission.
- Children and pets will be supervised by a non-flying, non-participating adult. No pets are allowed in the hangar or in the pilot's only area.

Code of Honesty and Behavior

Be inclusive. We welcome and support people of all backgrounds and identities. This includes, but is not limited to, members of any sexual orientation, gender identity and expression, race, ethnicity, culture, national origin, social and economic class, educational level, color, immigration status, sex, age, size, family status, political belief, religion, and mental and physical ability.

Be considerate. We all depend on each other to further the mission of the club and increase our membership. Your decisions will affect potential members and colleagues, and you should take those consequences into account when making decisions.

Be respectful. We won't all agree all the time, but disagreement is no excuse for disrespectful behavior. We will all experience frustration from time to time, but we cannot allow that frustration to become a personal attack. An environment where people feel uncomfortable or threatened is not a productive or creative one.

Choose your words carefully. Always conduct yourself professionally. We are all ambassadors of the club and are expected to present themselves accordingly while wearing a club badge or any apparel bearing club markings. Be kind to others. Do not insult or put others down. Harassment and exclusionary behavior are not acceptable. This includes, but is not limited to:

- Threats of violence.
- Bullying
- Defiance of club or the field lessor's (county park) rules and sportsmanship
- Discriminatory jokes and language.
- Personal insults, especially those using racist or sexist terms.
- Unwelcome sexual attention.
- Advocating for, or encouraging, any of the above behavior.

Don't harass. In general, if someone asks you to stop something, then stop. When we disagree, try to understand why. Differences of opinion and disagreements are mostly unavoidable. What is important is that we resolve disagreements and differing views constructively.

Change differences into strengths. We can find strength in diversity. Different people have different perspectives on issues, and that can be valuable for solving problems or generating new ideas. Being unable to understand why someone holds a viewpoint doesn't mean that they are wrong. Don't forget that we all make mistakes and blaming each other doesn't get us anywhere. Instead, focus on resolving issues and learning from mistakes.