

# Field Procedures and Safety Guidelines



N 40 48' 22.9" W 076 02' 08.6"

## **Welcome:**

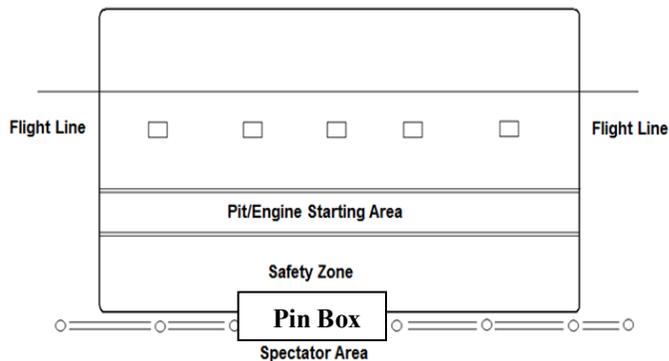
First and foremost, the club, its members and spectators, are guests of the Pennsylvania Department of Conservation and Natural Resources i.e. the Tuscarora State Park and are subject to all rules and regulations established and set forth by the Bureau of Parks and Management.

Removal from the State Park for rules infraction is at the discretion of the Tuscarora State Park and/or the governing body of the Tuscarora R/C Club. Please be mindful of this as you represent the club in all activities either on or off the flying field.

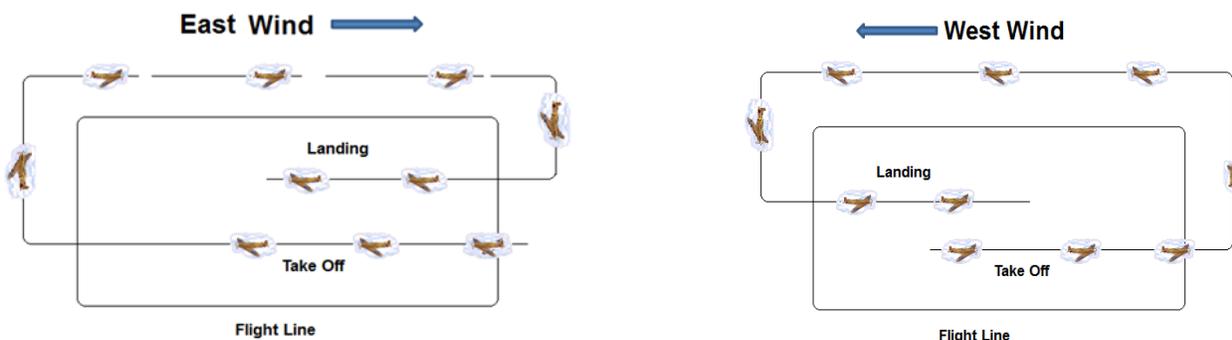
Secondly, by becoming a dues paying member of the Tuscarora R/C Club, you agree to abide by the club guidelines as set forth by committee. You shall indemnify and save harmless the Tuscarora Radio Controlled Flying Club Inc, Tuscarora State Park and its jurisdiction, members, seller, vendors, affiliates, pilots, spectators, agents, employees, or volunteers from and against all loss or liability, whether based upon any event, act, activity, either by commission or omission or negligence of the Tuscarora Radio Controlled Club Inc. or agents in connection with any activities that harbor the use of terms and conditions of the Tuscarora Radio Controlled Flying Club Inc, items, members, sellers, vendors, affiliates, pilots, spectators, agents, employees, volunteers, or services from and or upon any deviation from said rules and regulations as forth by the Tuscarora Radio Controlled Club Inc. whether or not caused by the Tuscarora Radio Controlled Club or Tuscarora State Park and its jurisdiction, members, sellers, vendors, affiliates, pilots, spectators, agents, employees, or nomenclature volunteers.

# 1. Field Procedures & Safety Guidelines

- A. It is the responsibility of all club members to abide by these simple guidelines. If you observe someone who isn't, please ask them to cooperate. They are designed to make our field the best and safest.
1. To utilize the air field, all A.M.A. & Pennsylvania State Park-rules will be obeyed, and no person shall be in control of an aircraft without A.M.A. coverage whether he or she is a student or instructor.
  2. Before starting engine or turning on your radio you must take a channel pin number from the box AND replace it with your current AMA card. Without this pin you may not start your engine, turn your radio on, or fly! Return this pin after your flight. Never turn on your transmitter or test your equipment at your vehicle or in the parking lot. If using the 2.4 system, your AMA card or a copy thereof must be in the pin box. However, no pin is required
    - a. REMEMBER - without your channel pin, you are financially responsible for the damage you create.
  3. All flight gear and planes shall be placed in the pit area (25 ft. from fence).



## Flight Patterns



4. Models will always be started with engines facing the flight line
5. It is recommended when starting engines an assistant must hold model from the rear.
6. Needle valve adjustments are to be made with adjuster's body positioned behind the prop.
7. All new models should be inspected before the first flight by someone from the safety committee.
8. Takeoffs must be executed in the most windward direction followed by a procedure to turn away from the flight line /pit area/and spectators.
9. When flying the pilot must always stay on the flight line station and fly in front of the flight- line - NEVER over the flight line, pit area or spectators. Also, if possible, have a spotter stand with you in case of an emergency
10. Low passes fewer than 30 feet must be made at least 25 feet in front of the flight line.
11. When any problems occur during a flight the pilot shall caution fellow pilots and spectators.
12. To retrieve a model on the field, give a warning to any pilot who is flying. i.e. "On the field".
13. Flight pattern will be in force when more than one flyer is airborne. Flight pattern will be flown as described in rule 8 and dictated by wind direction.
14. All models shall be starting in the pit area, taxied to flight line, flown, and stopped at the flight line and CARRIED to the pit area.
15. Since noise has been the reason for the loss of other fields, the testing and breaking in of engines will always be prohibited!
16. All spark type engines must be equipped with a "kill switch". Glow engines should be able to be shut off with low idle trim from the transmitter.
17. New members shall be trained by certified instructors. Current list is posted inside pin box. Members who wish to instruct new members please contact a safety committee person
18. All new members who have not as yet soloed shall be required to fly the basic flight requirements prior to flying solo and it will be at this time When flying the pilot must always stay on the flight line station.
19. All engines .10 and over are required to have a muffler.
20. Remember: Flying without proper credentials, such as, approved solo, A.M.A. membership and coverage, will lead to a written reprimand and/or suspension of flying privileges either on a temporary or permanent basis.

21. Any flyer that is disabled and a chair or device is required, must have a qualified pilot/spotter with them at all times while they are flying. After completing a flight, the chair or device must be immediately removed from the flight line. REMEMBER members are responsible for the safe operation on this flying field.

22. Stealing or destroying any property belonging to members, club, or state will result in immediate suspension and barred from the flying site; **\*Prosecution May Follow\***

23. Anyone provoking a disturbance or fight will have flying privileges permanently revoked.

23. Any member receiving a grievance, who directs any retaliatory action against the person filing the grievance, will be subject to immediate expulsion from the club and flying site. This is to include threats, intimidation, physical harm, intentional equipment damage or any action deemed to be retaliatory by the board of directors.

## **Additional rules that should be followed:**

1. Never remove someone else's AMA card from the pin box without their permission.
2. When you turn on your transmitter, check to see if any airborne aircraft are affected. Be prepared to turn it off again!
3. Replace your pin and remove your AMA card when you are not using your system.
4. When refueling your air craft, use a catch container or some sort of material to prevent fuel from contaminating the soil.
5. Never start a loose aircraft; get assistance or use the anchors located at the field. Never start at full throttle; partial is usually sufficient.
6. Do not turn your back to the flight area, especially if you are at a pilot station.
7. Do not taxi your aircraft in the pit area except to prepare for flight.
8. Fly only from pilot stations; until you are approved for solo. Always have a proficient spotter accompany you.
9. Before approaching the flight line, do a "systems" check.
10. All flying will be south of the flight line, which is the northern edge of the runway. Never take off directly from the pilot station line.
11. Announce your intentions loud & clear: "going up", "coming in", "on the field", "dead stick", component or radio failure etc.
12. Do not fly over the parking lot, highway or homes.

13. Personnel who are not piloting an aircraft should refrain from disturbing or distracting those who are.
14. No spectators or pets beyond the rail fence.
15. Talk to the spectators and answer their questions. They are the future growth of the sport and our club. Everyone is a potential new member. Politely request that they remain on the spectator side of the fence.
16. Above all else, conduct yourself in a professional and mature manner. Make club officers aware of those who don't and are detrimental to our image
17. Please clean up your trash i.e. water bottles, cigarette butts and coffee cups.

## **Unmanned Aircraft Operation Utilizing First-Person View:**

1. First Person View (FPV) and Small Unmanned Aircraft Systems (sUAS) are permitted.
  - a) FPV novice pilots must first be capable of flying their FPV sUAS without utilizing FPV.
  - b) b. FPV novice pilots undergoing training with an experienced AMA FPV pilot should use a buddy-box system if practicing at a low altitude (below 100 feet) or practice at a safer, higher altitude when no buddy-box system is an option.
  - c) FPV pilots should perform preflight inspections of their FPV sUAS video, electronic control, power, and mechanical systems before each flight.
  - d) All FPV flights require an AMA FPV pilot to have an AMA FPV spotter next to him or her maintaining VLOS (visual line of sight) with the FPV sUAS throughout its flight.
  - e) The AMA FPV pilot must brief the AMA FPV spotter on the FPV spotter's duties, communications, and hand-over control procedures before FPV flight.
  - f) FPV spotter must communicate with the AMA FPV pilot to ensure that the FPV sUAS remains within VLOS, warning the FPV pilot of approaching aircraft, and when avoidance techniques are necessary.
  - g) ) During an FPV flight, the FPV spotter must be prepared to acquire the transmitter/control from the FPV pilot and assume VLOS control of the sUAS at any time safe operation of the flight is in question.
  - h) If an FPV pilot experiences a safety issue that does not appear to be a brief glitch, he or she must abandon FPV mode and fly VLOS.

- i) FPV pilots must perform an RC test flight without FPV by conventional VLOS after installing a new FPV system and/or after any changes or repairs to essential flight systems.
- j) sUAS exceeding 55 pounds cannot use an FPV system for FPV flying.
- k) FPV pilots can control the flight path of FPV sUAS with a standard gimbal RC transmitter or a smartphone, tablet, smartwatch, laptop, or proprietary controller with AP mission software using RF telemetry modules for the control link.
- l) sUAS must operate on frequencies approved by the FCC for wireless video, radio control, and ground station telemetry systems. Some systems, because of power output or Amateur Band frequencies, will require FCC licensing (AMA document #580 & #590)

\*VLOS (Visual Line of Sight) flying. AMA Document #550 which governs FPV sUAS flying will be strictly enforced.

## Privacy protection safeguards

- a) Laws: Federal, State, and Local—AMA members must be aware of and observe any laws regulating the ownership and operation of sUAS.
- b) Cameras/sensors: the use of imaging technology for aerial surveillance with radio-controlled sUAS capable of obtaining high-resolution photographs and/or video, or using any types of sensors for the collection, retention, or dissemination of surveillance data or information on individuals, homes, businesses, or property at locations where there is a reasonable expectation of privacy is strictly prohibited by the AMA, unless expressed written permission is obtained from the individual property owner(s) or manager(s).

### **Basic Solo Flight Requirements**

This test review will be by 2 instructors  
and 1 soloed pilot.

1. Three take-off and landings with adequate control and with no damage to the model (other than broken prop or nose gear.)
2. Power on and off stall with recovery.
3. Controlled Flight Pattern at low speed and high speed.
4. The ability to control an airplane during an emergency, such as an engine failure.
5. All test review flights will be flown without the aid of any type of electronic stabilizing equipment such as a gyro.