

Rules and Regulations

The Rules and Regulations have been established to ensure all Pilots have a fair and equitable opportunity to utilize the fly field and to promote safety. The Rules and Regulations are in conjunction with the National Model Aircraft Safety Code as listed by the AMA (Academy of Model Aeronautics).

The **Rock Valley RC Flyers Club** sets and enforces the Rules and Regulations. It is incumbent upon **ALL** the Members of the club to ensure that all Rules and Regulations are observed. Failure to adhere to the Rules and Regulations may result in suspension or termination of Membership.

I. HOURS OF OPERATION

1. Fuel powered aircraft – 8:00 a.m. to Dusk
2. Electric powered aircraft – Sunrise to Dusk
3. The field will be closed during scheduled Events and/or when posted on the Flying Field Bulletin Board and/or on the website. In the event of a special closure of the field, every effort will be made to notify the members by email and/or on the website in as timely a manner as possible.
4. In all cases, the field closes at sunset unless special arrangements have previously been made with the RVRCF and approved by the executive committee.

II. RULES AND REGULATIONS

1. Flyers must obtain a Photo ID/Membership Card from The Rock Valley RC Flyers Club before using the Field. Exceptions are “Non-Members” attending a scheduled Event as referenced in Rules 2 and 3.
To obtain a Membership to the Rock Valley RC Flyers Club, see the Membership page on our website at www.rockvalleyrcflyers.com
2. No guest pilots are allowed.
3. Non-Members attending a club scheduled event must have in their possession a current AMA Membership Card.
4. Before solo flying at the Field, all Beginner pilots must be assisted by an experienced Club Member.
5. New members should attend a club meeting to be introduced to the existing members and to review the club rules with a Board member. This is required prior to flying at the field.
6. If pilot is not using 2.4GHz Tx, pilot is responsible to secure channel prior to turning on the Tx.
7. Mufflers must be used on all engines greater than .051 displacement.
8. The use of propellers or mufflers designed to make excessive or unusual noise is discouraged.
9. No vehicles, other than maintenance vehicles or vehicles to move contest equipment, are allowed on the Flying Field at any time.
10. No flying is permitted during Field Maintenance or event set-up or take-down.
11. Dog owners must clean up after their dogs immediately.
12. **Smoking allowed only in the parking area.**
13. All trash must be placed in appropriate trash receptacles. Emptying the trash receptacles into the dumpster is the responsibility of all members.

III. SAFETY REQUIREMENTS

Spectators are not allowed on the Flying Field. Spectators are only allowed in the Pit Area if invited by a Member. Non-flying children will only be allowed in the Pit Area if accompanied by, and at the sole risk, of a Guardian and accompanied by a club member. Children under (6) years of age are only allowed on the Flight Line while under instruction.

1. The Safety Line, as required by the AMA Safety Code, shall be a line 35 feet in front of the sunshades and starting / arming area.
2. No return taxiing allowed within the 35 feet Safety Line. Taxing directly out from the starting area is allowed.
3. All pilots are to remain in the area in front of and within 25 feet of the spectator fence, and between the two starting areas. Piloting from the "corner" is encouraged to promote safety and communication.
4. Pilots with physical disabilities may pilot from at least 3 feet in front of the sunshades. No take offs from in front of the sunshade.
5. In the case of a fixed wing pilot flying "high-alpha" or hovering maneuvers, the pilot may move across the safety line at their own risk.
6. **Taxiing and take off for all fixed wing shall be initiated from the starting areas by the white fence. No take offs from in front of the sunshade.**
7. **All gas, glow, or turbine engines are to be started ONLY in the designated starting areas.**
8. Electric motors may be armed in the starting areas, OR in the pit area only if properly restrained mechanically or by an assistant. **In all cases electric aircraft shall be disarmed prior to being brought back to the pit area.**
9. All aircraft shall be started only while properly restrained and facing out towards the field.
10. Engines may be shut down anywhere on the field, but an effort should be made to carefully bring the aircraft to a position near the designated starting areas to prevent unnecessary time spent on the field.
11. Ground tuning or extended ground running for break-in or testing purposes of aircraft engines is to be done outside of the sunshades at the south end of the N/S sunshade or the west end of the E/W sunshade.
12. Aircraft requiring "high start" or "winch tow" launches outside of the designated starting area are allowed if an assistant is available to remove the tow line immediately after launch. The launch device is to be positioned to cause the least amount of interference with other aircraft and shall not launch the aircraft towards the sunshades or spectator area.
13. Prior to take-off the pilot is responsible to announce "take-off" and wait until other aircraft in flight are in a position to allow a safe entrance to the pattern.
14. Aircraft on final approach have priority over other aircraft except for aircraft making a "dead stick" landing. In the event of engine failure, it is the responsibility of the flyer to announce "dead stick, and that aircraft shall have priority over all aircraft. Prior to entering final approach, the flyer is responsible to announce their intention of "landing."
15. Engine restarts are not allowed on the fly field, unless no other aircraft is in flight or ready for take-off and can be accomplished in a timely manner.
16. Prior to retrieving an aircraft stranded on the field, the pilot is responsible to announce, "on the field", then proceed with caution.
17. Multi-rotors, 3D printed planes, control line, kite flying, RC cars, and rockets are not allowed.
18. Contest directors (CDs) of official club scheduled events shall have the authority to alter the flight positions of the flyers to accommodate the type of event, with the safety of all persons present remaining as the top priority.

IV. COURTESIES AND RESPONSIBILITIES

1. Any pilot who accidentally or intentionally crashes his aircraft into another person or property is liable for the cost of the damaged property or injuries, and can be held to sanctions as per these rules.
2. Mid-air collisions shall be deemed "no fault".
3. Except for scheduled events, there shall be no more than five aircraft flying at any time.
4. All aircraft are to be readied and serviced in the pit area only.
5. To expedite flying during crowded conditions, pilots are to have their aircraft ready for flight prior entering the starting area.