



## Field Rules

### SKYMASTERS GENERAL FIELD RULES

1. All vehicles entering the Scripps Road flying field must have a State issued Recreation Passport. A Recreation Passport can be obtained at the Park Headquarters on Greenshield Road or with vehicle license plate renewal.
2. Upon arrival, members and guest pilots (A guest pilot is an AMA member who is invited by a Skymasters member to fly at the Skymasters field. See the Skymasters Bylaws for further information) must sign in at the sign-in podium in the pit area. The last member leaving the field must close and lock the entrance gate and scramble the combination numbers on the lock.
3. The last person to use a club buddy box must lock the cabinet before leaving.
4. Members must display their membership card on their person. Plastic clip-on membership card protectors may be available at the field.
5. The provided trash receptacles must not be used for disposal of wrecked models.
6. Do not exceed the posted capacity of the charging table
7. In a loud voice, pilots and helpers must announce their intent to taxi, take off hand launch, land or enter the flying field.
8. No one can fly under the influence of alcohol, marijuana, or non-prescribed controlled substances at the Bald Mountain Airfield
9. Hours for flying are 8 AM to 10 PM for quiet electric models and 10 AM to 8 PM for all other models. These hours are also posted at the field. Ground operation of engines or motors must honor those hours.
10. Engines are not to be run for more than 5 minutes on the flight stands or in the pit area. An engine test stand by the South field is provided for longer run times.
11. No members' personal property or equipment may be purposefully left at or added to any club flying site without Executive Operating Committee permission.
12. No additions or modifications to any club flying site may be made without the knowledge and consent of the Executive Operating Committee.
13. AMA and Skymasters memberships are required. Guests pilots, as defined by the Skymasters Constitution and By Laws, and those participating in a Skymasters event must have AMA membership. All others must comply with the applicable

requirements in effect at the time. See AMA Document 911 Flying at AMA Chartered Club Sites and AMA Document 917 Introductory Pilot Program.

14. All radio frequencies authorized by the FCC for radio control aircraft may be used. 50 MHz and 72 MHz transmitters must be narrow band. A 50 MHz or 72 MHz frequency may be blocked for a maximum of 15 minutes.
15. Engines must not produce sound levels above 94 dBa on the ground at 10 feet from the propeller (See the Club President for Club dB meter). Quiet electrics are defined as those electric models that have been tested and measure at or below 84 dBa. Sound level readings will be taken with the model on the ground with the engine or motor operating at full throttle using the propeller or fan unit intended for flight. Readings will be taken 10 feet away from the aircraft on the muffler side (if equipped). The sound level meter must be set on the "A" weighting scale and "slow" response. The tests should be conducted as far away from other high sound level sources as is reasonable.
16. A fire extinguisher is required and must be present when using gasoline.
17. All new, newly acquired, repaired or altered aircraft must be safety inspected before its maiden flight by an instructor or a pilot experienced with the aircraft type.
18. All pilots must secure the assistance of a more experienced pilot when attempting to fly a more advanced aircraft.
19. It is the responsibility of all members to warn a pilot who is flying in an unsafe manner and to enforce all of the field rules. Conflicts must be brought to the attention of a club officer for resolution.
20. Instructor Pilots are available to assist any pilot who needs help flying including using our Club buddy boxes. It is every pilot's responsibility to fly safely and request assistance when necessary. Put safety first and fly with an instructor if you need help to insure safety for everyone.
21. All injuries that occur at the field that require professional medical attention must be reported to one of the Club officers within 24 hours of the accident by phone call or e-mail.
22. Only visual line of sight flying is permitted. When flying with FPV equipment a spotter must stand with the pilot. The spotter may not be using an FPV display to observe the flight; he must use his un-enhanced vision
23. Short duration kite flying, and rocket launching must be conducted only on the north field. These activities must **only be conducted with the consent of the flying pilots present**. The field must be closed to aircraft flying during kite flying or rocket launches.
24. In the event that a model lands off of the mowed area and in the planted crops, **extreme** care must be taken when entering the crop area so as to not damage the crop.
25. Damaged Lipo batteries are to be placed in the disposal container provided they are not to be placed in any trash bin.

26. All models with a running engine or motor or an electric model with the power system armed must be restrained while behind the flight line.
27. A helper can be in the flight area to assist in launching and retrieving a model. After launching a model, the helper must move behind the flight line.
28. No flying is allowed when the flying area grass is being mowed.
29. Landing aircraft have right of way over aircraft taking off.
30. Aircraft capable of autonomous flight must have the ability for a qualified pilot to disengage the autonomous flight system and manually control the aircraft.
31. Manually catching a model while it is in flight is prohibited.

## **SKYMASTERS NORTH FIELD FLIGHT RULES**

### **The Area**

The North field is the flying area north of the parking area. This flying area will be used exclusively by pilots flying fixed wing radio control aircraft. However, control line aircraft, helicopters and multi-rotor aircraft may be flown on the north field with the consent of the fixed wing pilots present. Radio control aircraft may not be flown if a control line aircraft is being flown on the north field. The North field flight line is marked by a white line running in a generally East to West direction extending to infinity in both directions and vertically. All flight operations shall be conducted north of that flight line.

### **Fixed wing flight operations**

1. AMA general safety rules apply to operations from the north field.
2. Skymasters safety and training rules apply.
3. Common sense must always be used.
4. No flying south of the flight line is permitted. The area between the flight line and the flight stands is for taxiing only. Aircraft returning to the pit area must end their taxi and kill the engine or motor prior to entering the pit area. Taxiing in the pit area is not allowed.
5. When running aircraft motors or engines in the pit area, the aircraft must have the nose of the aircraft pointed toward the field.
6. The takeoff and landing direction and the direction of the race track shaped flight pattern will be determined by wind direction and other pilots who are flying at the time. When performing a turnaround type of aerobatic maneuver, return to the established flight direction as soon as possible.
7. For their safety, pilots, instructors, students and spotters must stand behind one of the five flight stations positioned along the flight line. During normal flight operations there is a limit of five pilots flying at the same time. During official Skymaster events and at the discretion of the event director groups of pilots may stand together for group or

formation flying. In this case the pilots must still remain behind the flight line unless expressly permitted by the event director.

8. Physically carry or push your aircraft past the flight stations to the flight line. Do not taxi into or out of the pit area.
9. When an aircraft has landed and taxied back to the flight line, if the radio is capable, the engine must be killed via radio commands. In the case of electric models, if the radio is capable, the throttle must be disabled via radio commands,
10. Aircraft with spark ignition engines must have an external physical switch which disables the ignition when in the "off" position. **If the receiver power switch removes power from the engine ignition module when the receiver power switch is in the "off" position, the requirement is satisfied.** Additionally, a separate radio operated kill switch is required with "off" as the programmed fail-safe setting. **A radio operated electronic switch device or a servo operated mechanical switch will satisfy this requirement.** throttle hold and / or throttle kill must be used with any transmitter with that capability.
11. Per AMA document #550.pdf, a visual line of sight observer/pilot is required for all FPV flights.

## SKYMASTERS SOUTH FIELD FLIGHT RULES

### The Area

The South field is the grass area south of the parking area. This flying area will be used exclusively by pilots flying control line aircraft, helicopters and multi-rotor aircraft. Fixed wing radio-controlled aircraft must not use this area. The South flight line is marked by a white line running in a generally East to West direction extending to infinity in both directions and vertically. All authorized flight operations shall be conducted south of that flight line. When control line flight operations are being conducted, the control line models and control lines will be stored no more than 30 feet from the east or west field margins between flights. There are three pilot flight stations associated with the south field; two traditional flight stations for r/c and one approximately 5ft. diameter circle to be used for control line flights only.

### Control line flight operations

1. AMA general safety rules apply to operations from the south field.
2. Skymasters safety and training rules apply.
3. Common sense must always be used.
4. Control line control handles must be equipped with a safety thong connecting the handle to the pilots' wrist. The thong must be attached to the pilot's wrist when flying.
5. Control line models, including flying wires, line connectors and safety thongs must have passed a pull test in accordance with the applicable AMA competition rules:
  - a. Before the first flight of a new aircraft
  - b. Before the first flight of a repaired aircraft

- c. Before the first flight of a purchased aircraft
6. All control line models must be physically restrained by either a helper or a properly secured “stooge” any time that the engine is running, or the electric power system is armed until the pilot has the control handle in his/her hand and is ready to take-off.
  7. While a control line aircraft is in flight, the pilot must be standing within the center flight station.
  8. During a “slack line” incident the pilot must maintain a situational awareness of where the flight line is and avoid attempting recovery of control by running toward the flight lines and possible flight beyond a flight line.
  9. Control line models are limited to flying on 60ft. lines or shorter. Models requiring lines longer than 60ft. must be flown on the west end of the north field but only with the consent of the radio control pilots present. No simultaneous control line and r/c flying will be permitted on the north field.
  10. Self-reeling (U-Reely) control handles are permitted if equipped with a functioning crank lock pin that is engaged before flight.
  11. During a control line flight, no other type of aircraft can fly. When conducting helicopter or multi-rotor flight operations, Control line pilots and helpers must be north of the flight line.
  12. A control line flight must not be performed on a field while another aircraft is flying or on the field.

## Helicopter flight operations

1. AMA general safety rules apply to operations from the south field.
2. Skymasters safety and training rules apply.
3. Common sense must always be used.
4. A helicopter pilot and helper can be on the field during the start-up of a fuel helicopter but must go behind a flight station prior to lift-off. All helicopter pilots must be behind a flight station before liftoff.

## Multi-rotor flight operations

1. AMA general, FPV (AMA document 550.pdf) and safety rules apply to operations from the south field.
2. Skymasters safety and training rules apply.
3. Common sense must always be used.
4. Multi-user rotor pilots must place their aircraft on the ground on the flight side of the flight line to begin a flight.
5. A multi-rotor rotor pilot, helper and or visual line of sight observer must be behind a flight stand before liftoff.
6. Per AMA document #550.pdf, a visual line of sight observer/pilot is required for all FPV flights.

## SKYMASTERS FIELD BEST PRACTICES

1. Range check your transmitter before beginning the day's flying session.
2. When you leave the field take your crashed models with you.
3. Do not put non-returnable beverage bottles or cans in the returnables container.
4. On student night, student pilots and instructors have priority for use of the airspace. Other pilots should check with instructors before flying while students are in the air.
5. On electric powered aircraft use an arming plug mounted to the outside of the aircraft.
6. If you use a neck strap for your transmitter keep it inside of your shirt until **after** starting fuel powered engines.
7. For safety do not distract a pilot while he is assembling his model.
8. Before every flight check the control directions via your transmitter. Don't just wiggle the controls. Look at the controls while you say "right, left, up, etc.
9. All Skymasters pilots must function as spotters of full-scale aircraft, or model aircraft and notify those flying of the location and direction of the full-scale aircraft or model aircraft.
10. When starting a glow engine, the operator must not reach over or around the spinning propeller to remove the glow plug battery connection or adjust the needle valve. Instead he must step around to a position behind the plane of the propeller to perform those activities.
11. Where feasible when arming an electric model power system, the operator must be behind the plane of the propeller when performing the arming operation.

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