

Pikes Peak Radio Control Club, Inc

Safety Rules and Operating Guidelines

These rules have been developed by the Pikes Peak Radio Control Club (PPRCC) Executive Committee and adopted by a majority vote of the members present at the July 10th 1990, General Membership meeting.

Document Format: Microsoft Office WORD 2007

Document Approved: July 10th 1990

Last change approved: October 8th, 2007 - Section II, Paragraph A.

Last change approved: December 30th, 2015 - Section V.

Section I. SAFETY RULES

- A.** Model aircraft will yield the Right-of-Way to full-scale aircraft by immediately descending to the lowest practical altitude (Less than 100 feet if possible) to avoid flying in the proximity of the full-scale aircraft. The full-scale aircraft's alleged violations of Federal Aviation Regulations (FAR's) does not relieve the modeler from giving way. If full-scale aircraft are in the vicinity of the field, fliers will use an observer to assure there are no conflicts. Anyone and everyone who spots a full-scale aircraft that may be endangered by models will call it out immediately. Full-scale aircraft always have priority.
- B.** While at the flying field, avoid flying in the prohibited areas (Unless beyond the flyer's control), behind the designated line separating the spectators/ pit areas from the flight area.
- C.** A fire extinguisher shall be positioned in the immediate vicinity during operations of gasoline-powered aircraft and turbine powered aircraft.
- D.** Uncontrolled model rockets and high-start or winched unpowered gliders will not be flown at the PPRCC airfield.
- E.** Pets will remain restrained at all times and will not be permitted on the ramp side (pit area) of the safety fence. Minor children will be permitted on the ramp side (pit area) of the safety fence only under the direct and continuous supervision of an adult AMA member.
- F.** Only PPRC Club members, contestants at formal events, and invited guests (under the direct and continuous supervision of a PPRC Club member) are permitted on the ramp side (pit area) of the safety fences.
- G.** PPRC Club members will have their Up-to-Date AMA licenses on their person or in the frequency pin box at all times.
- H.** All flight is restricted to outside the extended runway inboard edge and to that area beyond the end of each runway in which a normal opposite-direction final turn might be made. Flight on the close side of the pavement will not be permitted closer than 100 feet from the end of the runway. This restriction is further interpreted to include remaining well clear of the end of the other runway, if the other runway is also being used.

Pikes Peak Radio Control Club, Inc

Safety Rules and Operating Guidelines

- I.** In the event of a mid-air collision or other in-flight failure, all involved aircraft must land immediately for a safety inspection.
- J.** Any damaged or unsafe aircraft may be grounded at any time by the Club Safety Officer or any other Club official.
- K.** All pilots will stand on or in the immediate vicinity of their respective pilot block (station) while flying their aircraft. An exception to this rule is if there is only one plane in the air for that particular runway, then the pilot may stand near the center runway or at any other point in the runway environment while he/she flies. However, when another pilot/aircraft appears ready (approaching for take-off) to use the same runway, all pilots must then immediately revert to flying from the pilot's blocks. The other exception to this rule is that, during sanctioned competitive events, use of the standard pilot blocks is not required; e.g., at the direction of the Contest Director (CD) or Event Coordinator (EC), pilots may stand near the center of the runway, such as quickie racing, pattern flying, fun flies or IMAC flying.
- L.** The first aircraft in the air determines the runway take-off direction.
- M.** When both runways are in use, both runways will operate in the same direction; i.e., both runways must take-off to the south or both runways must take-off to the north.
- N.** Members needing to cross the runway to retrieve a model or search for parts will do so only after loudly announcing his/her intentions, getting the approval of all the fliers, and thoroughly clearing the area. All flying aircraft will then be kept at a safe altitude and distance from the personnel on the ground. At no time will aircraft intentionally be flown directly over or in the immediate vicinity of personnel on the ground.
- O.** Low passes will be announced to the other fliers and will be made no closer than over the grass on the far side of the runway. The only exception is that, if there is only one aircraft in the air and there are no obstructions on the runway, then low passes may be made over the runway. Low approaches (with the intent to land at reduced power, touch and go's, or to simulate a landing) are not considered to be a low pass.
- P.** No more than five (5) aircraft may be airborne at any one time on any one runway. Exception to this may be during contests and events.
- Q.** Helicopter flights involving translational flight will be flown from the active runway, following all normal fixed-wing rules, with the exception that helicopters will not be hover-taxed to the runway - they must be carried to the active runway. Hovering only flights will be flown well clear of all personnel and property and will not exceed six (6) feet of altitude.
- R.** Taxing in the pit area will be done at a walking speed or less, and the pilot is responsible for maintaining control of his/her aircraft at all times.
- S.** Aircraft needing to be hand-launched or bungee-launched will be launched from the area across the closest taxiway immediately adjacent to the pilot's blocks. The pilot will move to a pilot block as soon as possible after the launch.

Pikes Peak Radio Control Club, Inc

Safety Rules and Operating Guidelines

T. At no time will a 72mhz transmitter will be turned on without it first having the appropriate frequency pin in the possession of the operator or attached to the radio. Frequency control will be maintained by the flyer obtaining the appropriate frequency pin and replacing it in the frequency pin box, with the individual's current AMA license. In the absence of the individual's AMA license, the flier may not turn on the transmitter. In case of a "Shoot-Down" , PPRCC assumes that the individual who turned on the transmitter without the frequency pin is financially liable for all injuries and/or damages caused.

NOTE: These rules are intended to ensure a safe environment in which PPRCC members can fly their aircraft and enjoy our hobby. They are also intended to supplement the AMA Safety Code and to ensure our continued coverage of AMA Liability Insurance. Common courtesy will go a long way toward reaching both these goals.

Section II. OPERATING GUIDELINES / GENERAL OPERATIONS

A. Please note the difference in the terminology in this section. The use of "**Shall**" and "**Will**" has been replaced with "**Should**" and "**May**". This change in emphasis, however, is in no way intended to imply that PPRCC members can choose to simply ignore these guidelines. They are almost as important as the safety rules listed in the previous section, and failure to comply with these rules can just as easily result in disciplinary action in accordance with the Club Constitution. The major difference is that failure to follow these guidelines, which are NOT part of the AMA Safety Code, will not result in the loss of AMA insurance coverage. Flies must make every attempt to comply with these guidelines as well with the Club safety rules.

Section III. OPERATING GUIDELINES / GROUND OPERATIONS

A. While in the pit area, aircraft should be taxied with extreme care, at walking speed or less. In extremely congested pit areas or if in doubt of one's taxing ability, physical restraint should be used to control the aircraft.

B. Engine run-ups should be made in such a manner as to avoid blowing dirt, debris and exhaust on other aircraft, property or people.

C. Engines requiring prolonged running (e.g., engine break-in, needle-valve issues, etc) should be removed from the congested pit area to a location far enough away from most people to avoid causing a nuisance.

D. Engines of all types, shall not be left unattended while engine is running at any time.

E. Aircraft should only park one deep on the ramp.

F. All combustion-engine aircraft should be securely restrained in some manner prior to engine start. Exemption to this are aircraft with brakes (example - turbine jets) and helicopters. Electric aircraft operators should be aware of aircraft positioning and transmitter throttle setting prior to applying aircraft power to avoid accidental motor start.

Pikes Peak Radio Control Club, Inc

Safety Rules and Operating Guidelines

G. Under no circumstances may vehicles proceed beyond the pilot's fence to the runway side. Exception to this; vehicles participating in field maintenance, aircraft recovery or in an emergency situation. Vehicle parking should be done with courtesy in mind and avoid blocking access to the pit areas. Parking in designated areas would help reduce congestion at the entry points.

H. Gate Control - The first person arriving at the PPRCC airfield will leave the gate open, leave the lock "unlocked" and spin the combination number out of the lock. The last person to leave the PPRCC airfield will close and lock the gate.

Section IV. OPERATING GUIDELINES / FLIGHT OPERATIONS

A. Instructors or other experienced pilots doing test flights or otherwise helping to fly another pilot's aircraft will not be held liable for damage to that aircraft or equipment unless the instructor or pilot is "Showing Off" by performing maneuvers not authorized or requested by the owner. Those being helped, must assume the helper is going to do the best he/she can to prevent any damage. If the pilot of his/her aircraft feels uncomfortable flying his/her aircraft, do not hesitate to ask for assistance.

B. All flight operations at the PPRCC airfield should be conducted in the same direction. Opposite direction runway usage, even with two runways in use, can be confusing and can possibly result in risk to pilots, spectators and aircraft.

C. In the event of a wind shift, all pilots should change ends at the same time. If a flier cannot fly and walk, either get assistance or land immediately to allow for the runway direction change.

D. When both runways are in use, northerly departures or southerly landings should be as short as possible and perhaps angled so as to avoid potential conflicts with the other runway.

E. Usage of the immediate runway environment should be loudly announced by the approaching pilot(s) so that all other pilots can hear and understand the announcement intentions to be called to include, but not limited to the following;

1. **"COMING OUT"** - Announced when the pilot is about to taxi onto the runway. All current fliers should concur. The taxier should clear the final approach of any landing aircraft.

2. **"ON THE RUNWAY"** - Announced when the pilot and/or the aircraft is on the runway.

3. **"TAKE-OFF"** - Announced when the pilot is about to begin the take-off roll and take-off.

4. **"LOW PASS"** and the direction in which it will be made - Announced when about to fly lower than 50 feet and within 100 feet horizontally from the runway. See PPRCC Safety Rules, Item O for limitations on low passes.

5. **"TOUCH and GO"** - Announced before turning on final for the maneuver. Listen for full stop calls.

Pikes Peak Radio Control Club, Inc

Safety Rules and Operating Guidelines

6. **"GOING AROUND"** - Announced when the approach or landing cannot be made.

7. **"LANDING"** - Announced when the pilot intends on landing and full stop.

8. **"TAXI BACK"** - Announced when the pilot has landed, on the runway and returning to the approach end of the runway. Agreement by all other pilots should be obtained prior to the maneuver. Exiting off via the nearest taxiway may be a better option if there are multiple aircraft in the air.

9. **"DEAD STICK"** - Announced when the engine fails and the pilot needs to land immediately. Announcing this gives the dead stick pilot the right-of-way to the runway if needed.

10. **"RUNWAY CLEAR"** - Announced when the pilot has cleared his/her aircraft off of the runway. When traffic is heavy, expedite "Runway Clear" if possible.

11. Any other announcements that may inform fliers what the pilot's intentions may be.

F. Runway usage priorities:

1. Dead stick landings or other in-flight emergencies always have first priority in using the runway. All other fliers will remain clear until the emergency is over.

2. Full stop landings.

3. Take-offs.

4. Touch and Go's.

5. All other uses (Low passes, taxi back, etc.).

G. Take-offs should be made from the approach end of the paved runway surface only. When aircraft performance permits the use of less than the full length of the runway, full power should not be added before reaching the yellow line at the close taxiway. When possible, landing should be made past this same line. If an aircraft must be hand launched, it should be done within twenty (20) feet of the edge of the runway near this yellow line after announcing the launch intention to the other pilots.

H. During periods of heavy traffic (four (4) or more aircraft from the same runway airborne at the same time.), the following additional restrictions apply;

1. Aerobatics and low passes should be moved out to no closer than one hundred (100) feet from the far side of the runway.

2. No one pilot should dominate the close-in airspace.

3. Touch and Go landings or Stop and Go landings require the use of an observer to advise all pilots what the current traffic situation is.

4. Use of individual pilot's observer is encouraged at all times.

Pikes Peak Radio Control Club, Inc

Safety Rules and Operating Guidelines

I. 72MHz Transmitter Procedures. Because of the severity of the hazards caused by inappropriate use of 72MHz transmitters, the rules covering their use must be understood by all PPRCC members. The following procedures apply to all 72MHz transmitter users;

1. Transmitters may not be turned "On" without the appropriate frequency pin (frequency pin the same as the transmitter frequency channel) attached to the transmitter or in the possession of the transmitter operator.
2. When transmitters are not in use, they should be impounded with the antenna collapsed. Pilots should ensure the switch is in the "Off" position.
3. Pilot's wishing to fly, should place their current AMA card, or a reasonable facsimile, on the clip next to the peg which matches the desired frequency. If other cards are already on the peg, the pilot should place his/her AMA card at the bottom of the stack.
4. When the pilot's AMA card finally reaches the top of the stack and the desired frequency is available, take the frequency pin and replace it with the pilot's AMA card.
5. Pilot should then place the frequency pin on his/her transmitter or person.
6. Check the impound box to ensure no other transmitters are "ON" using the same frequency.
7. As a general practice and courtesy to others, do not keep the frequency pin for more than twenty (20) minutes. If problems occur preventing a timely flight, coordinate with the next person waiting for the frequency pin.
8. When flying is complete, return the transmitter to the impound with the antenna collapsed. Return the frequency pin to its designated peg and place your AMA card on the bottom of the stack.
9. Transmitters stored in vehicles will be turned "Off" and antennas collapsed.
10. Only FCC and AMA legal radios are permitted.
11. Radios that have been repaired, has been dropped, or that are newly installed should be thoroughly range checked, preferably with the aircraft engine running.
12. When approaching the flightline, pilots should make every effort to avoid walking within twenty (20) feet of another operating transmitter, in order to minimize potential interference.

J. 2.4GHz Transmitter procedures.

1. Only FCC and AMA legal radios are permitted.
2. Radios that have been repaired, has been dropped, or that are newly installed should be thoroughly range checked, preferably with the aircraft engine running.

Pikes Peak Radio Control Club, Inc Safety Rules and Operating Guidelines

Section V. OPERATING GUIDELINES / QUADS, DRONES AND FIRST-PERSON-VIEW (FPV) AIRCRAFT

A. Quads, Drones and First-Person-View (FPV) aircraft are permitted at the PPRCC flying field.

B. Operators must follow all regulations and guidelines of the Federal Communications Commission (FCC), the Federal Aviation Administration (FAA), the Academy of Model Aeronautics (AMA) and PPRC Club rules and guidelines.