

PIKES PEAK RADIO CONTROL CLUB, INC. SAFETY RULES and OPERATING GUIDELINES

PPRC SAFETY RULES

These rules have been developed by the PPRC Executive Committee and adopted by a majority vote of the members present at the July, 1999, General Membership Meeting. Last Changed October 8, 2007, PPRC Highly Recommended Operating Guidelines, Ground Operations, Line 1.

1. Models yield the right-of-way to full-scale aircraft by immediately descending to the lowest practical altitude (less than 100 feet) to avoid flying in the proximity of the full-scale aircraft. The full-scale aircraft's alleged violations of Federal Aviation Regulations (FARs) 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 sights a full-scale aircraft that may be endangered by models will call it out immediately. Full-scale aircraft always have priority.
2. At both flying sites, avoid flying in the prohibited area (unless beyond the flier's control) behind the designated line separating the spectators/pits from the flight area.
3. A fire extinguisher shall be positioned in the immediate vicinity during operations of gasoline-powered aircraft and turbine-powered aircraft.
4. Uncontrolled model rockets and high-started or winched unpowered gliders will not be flown at PPRC fields.
5. All pets will remain restrained at all times and will not be permitted on the ramp side of the safety fence. Minor children will be permitted on the ramp side of the safety fence only under the direct and continuous supervision of an adult AMA member.
6. Only PPRC club members, contestants at formal events, and invited guests (under the direct and continuous supervision of a club member) are permitted on the ramp side of the safety fence.
7. Members will have their AMA licenses on their person or on the frequency board at all times.
8. 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 a hundred feet from the end of the runway. At the Judge Off site, this restriction is farther interpreted to include remaining well clear of the end of the other runway, if there are people using the other runway.
9. After a midair collision or other in-flight failure, all involved aircraft must land immediately for a safety inspection.
10. Any damaged or unsafe aircraft may be grounded at any time by the Safety Officer or other club official.
11. All pilots will stand on or in the immediate vicinity of their respective pilot blocks while flying their planes. An exception to this rule is if there is only one plane in the air - the pilot may then stand near the center of the runway or at any other point in the runway environment while he/she flies. However, when another aircraft appears ready (approaching the takeoff) to use the same runway, all pilots must then immediately revert to flying from the 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, pilots may stand near the center of the runway, as in Quickie racing, pattern flying, fun flies, or IMAC flying. At the Judge Orr site, when both runways are in use, both runways must operate in the same direction; i.e., both must takeoff to the south or both must takeoff to the north. The first plane in the air determines the runway direction.
12. Members needing to cross the runway to retrieve a model or hunt for parts will do so only after loudly announcing their intentions, getting the approval of all the fliers, and thoroughly clearing the area. All 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.
13. 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 airplane in the air and there are no obstructions on the runway, low passes may be made over the runway. Low approaches (with the intent to land at reduced power or to simulate a landing) are not considered to be a low passes.

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14. No more than five aircraft may be airborne at any one time on any one runway.
15. 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-taxied to the runway - they must be carried to the runway. Hovering-only flights will be flown well clear of all personnel and property and will not exceed six of feet altitude.
16. At no time will a transmitter be turned on without it first having the appropriate frequency pin in the possession of the operator (attached to the transmitter or otherwise in the operator's possession). Frequency control will be maintained by the flier obtaining the appropriate frequency pin and replacing it, in the pin box, with his current AMA license. In the absence of the AMA license, the flier may not turn on his transmitter. In case of a "shoot-down," PPRC assumes that the member who turned on the transmitter without the pin is financially liable for all damage and injuries caused.
17. Taxiing in the pits will be done at walking speed or less, and the pilot is responsible for maintaining control of his aircraft at all times.
18. Flight operations are largely regulated by common sense and common courtesy. Pilots should call out their intentions at all stages of operations; e.g., "taking off," "landing," "full stop," etc. Aircraft experiencing emergencies will always have the right-of-way.
19. Aircraft needing to be hand-launched or bungee-launched will be launched from the area across the closest taxiway immediately adjacent to the pilot blocks. The pilot will move to a pilot block as soon as possible after the launch.

NOTE

These rules are intended to assure a safe environment in which PPRC members can fly their airplanes and enjoy our hobby. They are also intended to supplement the AMA Safety Code and to assure our continued coverage by AMA liability insurance. Common courtesy will go a long way toward reaching both these goals. If you'd be offended (or frightened) by someone else doing what you're doing, don't do it yourself.

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PPRC HIGHLY RECOMMENDED OPERATING GUIDELINES

Please note the difference in the terminology of 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 PPRC 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 loss of AMA Insurance coverage. Fliers must make every attempt to comply with these guidelines as well as with the safety rules.

GROUND OPERATIONS

1. In the pits, aircraft should be taxied with extreme care at less than walking speed. In extremely congested areas or if in doubt of ones taxiing ability, physical restraint should be used to control the model.
2. Engine runups should be made in such a manner as to avoid blowing dirt and exhaust on other aircraft or people. Aircraft should park only one deep on the ramp.
3. Engines needing prolonged running (e-g., break-in, needle valve problems) should be removed from the congested ramp area to a location far enough away from most people to avoid causing a nuisance.
4. Under no circumstances may vehicles proceed beyond the pilot's fence to the runway side. Vehicle parking should be done with courtesy in mind and avoiding blocking access to the pit area. Parking in designated areas would help reduce congestion at the gates.
5. Gate control. At the Black Forest Field, the gate will remain closed at all times. At both fields, the lock will be left open, with the combination "spun" off the dial. The last person off the field must ensure the gate is closed and locked.

FLIGHT OPERATIONS

1. Instructors or other experienced pilots doing test flights or otherwise helping fly another flier's aircraft will not be held liable for damage to that aircraft or equipment unless the 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 can to prevent damage. If you are uncomfortable flying your plane, don't hesitate to ask for assistance.
2. All flight operations at a flying site should be conducted in the same direction. Opposite direction runway usage, even with two runway operations, can be confusing and can possibly result in risks to pilots and spectators. In the event of a wind shift, everyone should change ends at the same time. If a flier cannot fly and walk, either get help or land immediately to allow for the runway change. At the New Field, 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.
3. Uses of the immediate runway environment should be loudly announced by the flier so that all others flying can hear and understand the announcement. Maneuvers to be called include, but are not limited to, the following:
 - a. "COMING OUT," which means you are about to taxi onto the runway. All current fliers should concur. The taxier should clear the final approach.
 - b. "TAKEOFF," which means you are about to start the takeoff roll.
 - c. "ON THE RUNWAY" and where you are on the runway. Used when aborting, running off into the grass, dead on the runway, etc.
 - d. "LOW PASS" and the direction in which it will be made. Used when going lower than 50 feet within 100 feet horizontally from the runway. (See PPRC Safety Rules for limitations on low passes.)
 - e. "TOUCH AND GO" before turning final for a touch and go. Listen for full stop calls.
 - f. "LOW APPROACH" or "GOING AROUND" when a previously announced landing cannot be accomplished.
 - g. "TAXI BACK" when returning to the approach end of the runway after a full stop landing. Agreement by all the other fliers should be obtained prior to this maneuver. Normally, departing the runway at the closest taxiway is a good idea. Remember, taxiing back to the approach end is NOT Part of a landing and it is a privilege, not a right.
 - h. "DEAD STICK" when you engine quits, and you are about to land.
 - i. "RUNWAY CLEAR" when your use of the runway is complete, and it is now available for unrestricted use. When traffic is heavy, expedite clearing the runway. Approval for taxi back does not mean you can take excessive time doing it.
 - j. At any other time when it is appropriate for die other fliers to know what you're doing, call It out.

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4. Runway usage priorities:
 - a. Dead stick landings or other emergencies always have first priority in using the runway. All fliers will remain clear until the emergency is over.
 - b. Full stop landings.
 - c. Take offs
 - d. Touch and go landings.
 - e. All other uses (low passes, taxi backs, etc.).
5. Takeoffs 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, landings should be made past this same line. If a model must be hand launched, it should be done within 20 feet of the edge of the runway near this yellow line after announcing the launch intention to the other fliers.
6. During periods of heavy traffic (four or more aircraft from the same runway airborne at the same time), the following additional restrictions apply:
 - a. Aerobatics and low passes should be moved out to no closer than 100 feet from the far side of the runway.
 - b. No one pilot should dominate the close-in airspace.
 - c. Touch and go landings or stop and go landings require the use of an observer to advise all fliers what the current traffic situation is.
 - d. Use of an individual pilot's observer is encouraged at all times.
7. TRANSMITTER PROCEDURES. Because of the severity of the hazards caused by inappropriate use of transmitters, the rules covering their use must be understood by all members. **NO TRANSMITTER MAY BE TURNED ON WITHOUT THE APPROPRIATE FREQUENCY PIN ATTACHED.**
 - a. When they are not in use, transmitters should be impounded with their antennae collapsed. Fliers should ensure that the switch is off and that the transmitter is not in a bag or box.
 - b. Pilots wishing to fly will 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, place yours at the bottom of the stack.
 - c. When your name pin eventually reaches the top of the stack and the desired frequency is available, take the frequency pin and replace it with your name pin.
 - d. Place the frequency pin on your transmitter.
 - e. Check the impound area to ensure other transmitters on your frequency are turned off.
 - f. As a general practice, do not keep the frequency pin more than 20 minutes so that other people can have an opportunity to fly, too. If problems occur preventing a timely flight, coordinate with the next person waiting for the channel.
 - g. When done flying, return the transmitter to the impound with the antenna collapsed. Return the frequency pin to its designated peg and put your AMA card back on the bottom of the stack.
 - h. Transmitters left in vehicles will be turned off and their antennas collapsed.
 - i. Only FCC and AMA legal radios are permitted.
 - j. Radios that have been repaired, whose last landing was very firm, or that are newly installed should be thoroughly range checked, preferably with the plane's engine running.
 - k. When approaching the flight line, fliers should make every effort to avoid walking within 20 feet of another operating transmitter, in order to minimize potential interference.