LCAA CLUB FIELD RULES

The objective is to extend the privilege of enjoying the R/C hobby to all members and authorized guests, with maximum emphasis on safety and control. While this guide sets forth Club rules for this objective, nothing herein should overrule common sense and courtesy.

GENERAL ITEMS

FLYING REGULATIONS

1. All model aircraft operation must be in accordance with the Official Academy of Model Aeronautics (AMA) Safety Code, Federal Aviation Administration (FAA) flight restrictions described in “Notices To Airmen” (NOTAMs) and the Special Flight Rules Area (SFRA) restrictions for our field, and these Field Rules.

PILOT IDENTIFICATION

2. All pilots must be current members of the Academy of Model Aeronautics and have a valid FAA Certificate of Registration.

3. To engage in flying activities at the Club field a pilot has to be a member of the Club or be a guest of a member of the Club.

4. LCAA pilots must wear the plastic ID tag with their membership card and the FAA Certificate of Registration inserted in a conspicuous location on their person. Guest pilots must wear the plastic ID tag with their AMA card and the FAA Certificate of Registration inserted in a conspicuous location on their person.

GUEST PILOTS, PROVISIONAL PILOTS

5. Guest pilots may fly at our field only when an LCAA sponsoring member is present.

6. Sponsoring members are responsible for assuring that their guest’s conduct is in accordance with the Field Rules.

7. Provisional pilots (those guests who do not have an AMA or FAA registration), may only fly with the direct supervision and buddy box control of a sponsoring member who is a qualified pilot.

GENERAL FIELD CONDUCT

8. Members must:

   a) Ensure that spectators are aware of restricted areas.
   b) Leash their pets.
   c) Supervise their children.
   d) See that their pit area is free of litter, cigarette butts, airplane parts, etc.
   e) Take their trash home with them.
   f) Provide responsible adult supervision (age 18 or older) for all Junior pilots (under age 16), whether they are qualified or student pilots.

SECURITY

9. The last member leaving the field is responsible for assuring that our property locks are secured at the field gate, shed, and john.

BANSHEE REEKS NATURE RESERVE REGULATIONS

Our field is located in Banshee Reeks Nature Reserve and is governed by the Loudoun County Parks and Recreation Department. We abide by their regulations and the conditions of our field lease. Some of these are:

10. Cutting down trees is prohibited without permission
11. Chainsaw operation is not allowed
12. Members are responsible for opening and closing the main gate into Banshee Reeks according to Preserve policy.
13. Alcoholic beverages are strictly forbidden at the flying field.

SAFETY ITEMS

1. Only Qualified Pilots may fly without assistance. Student Pilots may not.

2. Spectators should normally view from behind the pit area, but they may make brief visits inside the pit if accompanied by a club member. Animals must remain behind the pit.

3. Only personnel associated with flying the model aircraft are allowed at or in front of the safety line.

4. All flying must be conducted in front of the safety line (flight line). The safety line is located 25 ft. in front of the pit fence closest to the runway and runs from the Banshee Reeks Park main road west of the field to the tree line east of the field.

5. Intentional flying behind the safety line is prohibited.

6. Flying beyond the Banshee Reeks Park main road west of the field is prohibited.

7. All fixed wing and rotary aircraft engaged in 3D flight, aerobatic flight or high speed low passes must stay beyond the center line of the runway. High speed, low passes over the runway are prohibited unless advance agreement is secured from all pilots at the flight line.

   a) The center line of the runway is defined as a line at the center point of the runway which is half way between the safety line and the far edge of the runway measured at the middle of the pit area front fence. The center line runs the length of the runway parallel to the safety line.

8. A student helicopter pilot may practice hovering <u>without assistance</u> only under the following conditions:

   a) Fly within the designated hovering area.
   b) Use the pilot station located in the hovering area.
   c) The helicopter has been inspected by a qualified helicopter pilot before flying.

d) The helicopter weighs 2 lbs. or less and has a rotor diameter of 28 inches or less (e.g. a 450 class).

9. Aircraft engines must be started with the tail of the aircraft pointed toward the fence. Do not direct the exhaust toward another model or modeler.

   a) Use airplane restraints for fixed wing aircraft with engine size .40 cu. in. or larger and for electric planes of equivalent power (those operating on 5 or more LiPo cells in series). Aircraft ground-stake restraints are located in the shed. Several portable workbenches are also available for restraint and engine testing.
   b) Helicopter pilots must have a firm grasp on the rotor when starting a glow/gas engine.

10. Winch turn-around or hi-start stakes on the field must be clearly marked with a pole or flag.

11. The monetary value of damage to models should be determined by the parties involved. If satisfactory assessment of such damage cannot be reached in this manner, all parties agree to be bound by an evaluation made by the Club's current Board of Directors.

12. A volunteer instructor is not responsible for damage to aircraft or equipment that arises during or as a result of his/her assisting other flyers.

13. Any accident involving personal injury or damage to property other than the models must be immediately reported to a Club Officer or current member of the Board of Directors.

RADIO CONTROL ITEMS

1. Each Pilot operating in the 27, 50 or 72 MHz band must have the correct Club frequency control pin attached to his/her transmitter prior to use of that transmitter. Control pins are not required for operation on 2.4 GHz band.

2. Each Pilot operating in the 50 MHz band must have a current valid FCC license.

3. **Frequency control pins may not be removed from another Pilot's transmitter without the acknowledgment of that Pilot.**

AIR TRAFFIC / NOISE CONTROL ITEMS

1. Internal combustion engines must not be operated before 9:00AM or after one-half hour before sunset. Electric powered aircraft must not be operated before 8:00AM or after one-half hour before sunset.

2. Servicing or starting engines on the runway is prohibited.

3. The following sound restrictions are in effect for all aircraft at all times:

   a) 2-stroke engines less than 0.1 cu. in. 90dB or less
   b) 2-stroke engines 0.1 cu. in. or more 94dB or less

c) All other power plants 96dB or less

4. Sound level measurements:

   a) Sound meter settings are (A), (Slow), and ambient noise is minimized.
   b) For fixed wing aircraft, the sound level will be measured off the wingtip closest to the muffler with the aircraft on the ground at full throttle and with the meter positioned 30 cm (12 in.) off the ground, 3 meters (9 ft. 10 in.) from the centerline of the plane in accordance with AMA guidelines.
   c) For helicopters, the sound level will be measured at 3 meters from the center line of the model, on the exhaust side, when the helicopter is in stationary hover at a height of 1.5 meters (59 in.). The measurement should be taken with the sound meter at a height of 1.5 meters and at a 90 degree angle to the flight path.

5. All flights must be controlled from designated pilot stations on the flight line adjacent to the runway, except that:

   a) Helicopters may also be flown in the helicopter training area from a flight station facing the training area, and
   b) Fliers engaged in organized formation flying may position themselves as needed.

6. At no time should the number of aircraft in the air exceed the number of designated flight stations. However, a Club authorized event director can make a temporary exception for that event.

7. Helicopter training and extended hovering must be conducted in the helicopter training area.

8. All aircraft must be physically constrained while moving between the pit area and the runway. Taxiing in the pit area is prohibited. There will be no helicopter blade turning in the pit area.

9. Pilot Announcements must be made at the flight stations in a voice loud enough to be heard by pilots at the other flight stations. Notice whether other pilots acknowledge. Announcement conditions include the following:

   a) Pilots must ensure safe clearance onto the runway by looking both ways, then announcing their <u>intent to enter the runway</u> prior to doing so.
   b) Pilots must announce their <u>intent to land</u> prior to doing so.
   c) <u>Intent to walk across the flight line or onto the runway</u> must be announced prior to doing so. Aircraft stalled on the runway must be retrieved as quickly as safely possible.

10. All aircraft must take-off and land parallel to the runway centerline and according to the prevailing traffic pattern. The traffic pattern is generally determined by the direction of the wind resulting in take-off and landing into the wind. However, if other aircraft are flying, the prevailing traffic pattern is determined by their direction of flight over the runway. Cross-runway take-off is permitted for hand launched aircraft or when no other aircraft are flying close to the runway.

11. Landing aircraft must have access to the runway with the following priority:

    a) Emergency landing
    b) Dead stick landing and other unpowered aircraft
    c) All others

12. Simultaneous operation of fixed-wing powered aircraft, helicopters and sailplanes demands extra vigilance and consideration on the part of all pilots. To achieve the most compatible mixed operations, it is recommended that:

    a) Sailplane launches and flight operations are conducted upwind of, and parallel with, the runway.
    b) Sailplane landing approach patterns parallel those of powered aircraft.

FIRST PERSON VIEW (FPV) FLYING

1. AMA Rules for flying FPV are contained in AMA Document No. 550. LCAA members are encouraged to read this document in its entirety. FAA requirements regarding maintaining Line of Sight (LOS) are also included in the following items.

2. All FPV flying will be done with a spotter who is the “Pilot in command” using a buddy box.

3. The spotter must:

    a) Have LOS of the aircraft at all times.
    b) Decide when it is safe for the pilot using FPV to control the aircraft.

4. Aircraft flying FPV are limited to a flying weight of 55 lbs. and a speed of 70 mph.

5. The FPV pilot and the spotter must be qualified pilots in order to fly at the field.

IF YOU HAVE ANY QUESTIONS CONCERNING THESE RULES, PLEASE CONSULT WITH ANY MEMBER OF THE CLUB’S BOARD OF DIRECTORS BEFORE ATTEMPTING TO OPERATE A MODEL.