

## OPERATIONAL RULES

- 1) All non-member pilots shall have in their possession a current AMA card.
- 2) Guest pilots are welcome and can fly once their proficiency is shown and approved by an FBRC club member.
- 3) Guest pilots are requested to become a member Fort Bend RC Club after 2 flying sessions per year.
- 4) Do not overfly the adjacent commercial and residential properties.
- 5) Members are responsible for assuring that guest's conduct is in accordance with club guidelines.
- 6) All members shall:
  - a) Ensure that all visiting spectators are aware of restricted areas.
  - b) Control their pets.
  - c) Keep the pit area clear of litter.
- 7) All members & guests shall supervise their children to avoid injury, damage to airplanes or equipment and protection from moving vehicles. Children are not allowed on the flight line unless actually flying or receiving instruction.
- 8) No intoxicating substances of any kind are allowed at the flying field.
- 9) 50 MHz (00 – 09), 72 MHz (11 - 60) or 2.4 GHz transmitters may be used.
- 10) 50 & 72 MHz transmitters shall display frequency ID number.
- 11) 50 & 72 MHz transmitters shall not be turned on without possession and display of proper frequency control card from the frequency board and without placement of pilot's current club member ID or AMA card on the frequency board. VIOLATORS ARE RESPONSIBLE FOR ANY DAMAGE CAUSED BY FAILURE TO OBSERVE THE FREQUENCY CONTROL PROCEDURES.
- 12) Any accident involving personal injury or damage to property other than models shall be reported immediately to a club officer or an executive board member.
- 13) Pilots of planes cannot declare or make obvious their intention to fly and commence a new flight once a helicopter pilot has declared their intention to fly on the runway in use. Helicopter pilots may fly once all flights with planes have ceased. Upon completion of helicopter flights, flights with planes can resume.
- 14) Helicopters may:
  - a) Fly at the west end of the East/West Runway while planes are being flown off of the North/South runway. The flight line parallel to the North/South runway serves to separate the flight zones.
  - b) Fly at the south end of the North/South Runway while planes are being flown off of the East/West runway. The flight line parallel to the East/West runway serves to separate the flight zones.

## SAFETY RULES

- 1) With two or more pilots, spotters are recommended. The duty of the spotter is to make the pilot aware of all flying/ground activity that may have an effect on the pilot, and to relay the pilot's intentions to the other pilots/spotters. All intentions must be called out in advance and acknowledged by the other pilots/spotters.
- 2) Ground starting aircraft must be properly restrained and all slack taken up before starting. You must prevent your propwash/jet exhaust from affecting other people/planes/property.
- 3) Planes must be in good mechanical condition and all control surfaces checked for proper operation prior to flight. A range check is MANDATORY prior to maiden flight.
- 4) Flying/ground activity shall only be performed beyond the flight line. The close edge of the runway being used defines the flight line between the pilot stations and the zone where flying/ground activity is permitted. For the sake of clarity, the flight line is straight and defines a vertical plane extending infinitely upwards, left and right.
- 5) Only one runway direction is active at a time and the runway direction in use may not be changed without consent of any pilots currently flying and any pilots who have declared or made obvious their intention to commence a flight.
- 6) Deadstick aircraft have landing priority over all others. Landing aircraft have priority over aircraft taking off.
- 7) 3D/high alpha type maneuvers:
  - a) During such maneuvers pilots may leave their pilot station and cross the flight line only when up to a maximum of two other pilots give their consent and all pilots are performing these maneuvers. All pilots shall return to their pilot stations when any pilot ceases these maneuvers or declares their intention to land.
  - b) Due to the close proximity of the runways to club facilities, these maneuvers shall only be performed beyond the far edge of the runway being used.
- 8) Low, high-speed passes shall only be performed beyond the far edge of the runway being used.

## 3D/High Alpha Type Maneuvers

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## FLYING ETIQUETTE

- 1) First and Foremost, be courteous to others. Observe the type of flying that is taking place at the moment and then join the fun or wait for a break in the action so you can change to your particular style of flying. Also, refrain from making back-to-back flights when others are obviously waiting for you to finish.
- 2) Let's all use the same runway. Taking off and/or landing on the runway not designated by the indicator plane, located at the intersection of the 2 runways, is very dangerous. No one flying can see what you are doing and if you lose control of your plane, you are putting people in harms way unnecessarily.
- 3) When taking off to the North or to the West, the general flight pattern is with right hand turns. The landing pattern is also done with right hand turns. If you are having a problem making right hand turns in this situation, please request help from one of the instructors and learn to fly a horizontal figure 8 pattern without gaining or losing altitude. If you can fly that pattern properly, you should have no problem making right turns on landing approach.
- 4) Sustained flight towards the pilot stations or flying facilities should be avoided when close. This, of course, can occur briefly during turns or maneuvers.
- 5) Learn how to land. If you can't land properly, you can't fly. Remember, takeoff is optional. Landing IS mandatory. Since the beginning of flight, we've never left a plane up there. When you fly, shoot several landings, as practice makes perfect.
- 6) Landing planes will always have the right of way. Please check to see if there is a plane attempting a landing before you taxi out on to the active runway for a takeoff. Call out your intentions to other pilots who are flying.
- 7) The startup stands are for start up and minor engine adjustments. If you must make extensive engine adjustments or break in an engine, please use the stand by the concession building. Do not run engines under the pavilions when there are other people present.
- 8) ALL internal combustion engines shall have mufflers.
- 9) If you see trash on the ground or tables, pick it up and place it into the trashcans. If you find one of the garbage cans in the pavilion full, take the bag of trash to the dumpster at the west end of the parking lot.
- 10) The last CLUB MEMBER to leave is responsible for locking up the buildings and the gates.