



LCRCC Club Safety Rules

1. All pilots and pilots in training are expected to be familiar with and abide by these field rules and the current AMA safety code as described in the current AMA membership manual. All members are to consider themselves safety officers.
2. All members and guests are expected to show good sportsmanship at all times at the field.
3. All pilots and pilots in training are required to have a valid, current AMA license.
4. All engine testing and break-in will be done away from the pit areas and towards the far end(s) of the field
5. All aircraft will be started and run in a direction so that the prop wash and exhaust is directed away from the runway. No restarts are permitted on the flying field.
6. Prop spinners or acorn nuts which meet AMA standards must be installed on all airplanes flown at this field. No white nylon props (those without fiber reinforcement) may be used.
7. When engines or motors are being run in the pit area no persons should stand in the plane of the propeller rotation. A blade failure could result in injury or death.
8. All glider and hi-start equipment or winches shall be set up on the upwind end of the pit area so as not to enter the pit area when stretched out (launching).
9. When more than one member is flying, members must keep the runway clear. Observers are recommended at all times to advise the pilot about people on the field, other model aircraft, and low flying, full-scale aircraft. When retrieving aircraft on the field, pilots will call "ON THE FIELD" to alert all other pilots of the situation. When clear of the field, pilots will call "CLEAR."
10. Take-offs must begin on the far side of the runway centerline. If on take-off the aircraft changes direction toward the pilot line or pit area, the take-off must be aborted immediately.
11. Aircraft that require hand launching will be launched at either end of the field (dependent on wind direction) and not from the runway proper. The pilot or launcher must check for airborne traffic as in a regular take off before launching.
12. Landing aircraft have precedence over take-offs. Dead-stick landings have precedence over all model flight activities. It is the responsibility of all those experiencing a dead stick to call out "DEAD STICK" to alert others of the difficulty.
13. In the event of any type of emergency which demands an immediate landing of any aircraft, all personnel must be made aware of the emergency. All pilots will "pass the word" down the flight line for all to hear and will then maintain safe clearance until the dead-stick aircraft has been landed and recovered from the field.
14. Guests are permitted up to a maximum of three visits per guest per year. All members are responsible for their guest's activities and the understanding of these field rules. Guests must be in possession of a current AMA card. Only LCRCC members and authorized guests are permitted to fly at the Club field.
15. All new members will require flight certification, including field rules, from a club officer or instructor. Beginning pilots (students) will be certified through the club instruction program. Student flying is permitted only by appointment with a club instructor.
16. Spectator guests are welcome, but for safety purposes will remain clear of the pit area by their car or in the field shelter.



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17. No landings, take-offs, taxiing, aerobatics, or low flying will be done in or over the pit area. No aerobatics will be executed over the runway or taxi areas. All aerobatics will be executed over the north, south and eastern sides of the field beyond the edges of the runway. All violations will be reported and appropriate action will be taken.
18. Take offs and landings must be made in keeping with prevailing winds which establish a pattern. If multiple aircraft are flying "in the pattern" then a flier must do likewise for safe traffic management and collision avoidance. ("Aircraft" means any flight capable contrivance e.g. Quad, Helicopter, etc.)
19. If in the opinion of an instructor, club officer, safety officer, or member; a flier has continually shown an inability to control his aircraft (or otherwise is demonstrating unsafe flying habits), the instructor or club officer will require that the flier must take an instruction refresher and be signed off before being allowed to fly without an instructor present.
20. Pilots must stand at the piloting positions and behind the PVC fencing.
21. Use an observer to watch for potential hazards, especially if other aircraft are flying at the same time. If you must stand behind your aircraft at takeoff, use an observer/helper to watch for potential hazards and to guide you back to the piloting position.
22. There are no trash receptacles at the field. All members are expected to dispose of their own trash and help maintain the cleanliness of the field. This includes cigar and cigarette butts.
23. A first-aid kit is located in the shelter. It should be used in emergency situations only and any content depletion should be reported to a club officer in order that it may be replaced.
24. Safety must be the number one concern of all members of the Livingston County Radio Control Club, both for operation of model aircraft and for any observers. In the wrong hands, without adequate training and without due regard to the field rules, our hobby can become the cause of severe injury or even death. Respect for the equipment and concern for the safety of others has to be of paramount importance. It is imperative that we never have any serious injuries or property damage.
25. Repairs to an aircraft involved in a crash or hard landing must not be undertaken at the field. This typically leads to repairs of questionable integrity.
26. "First Flight" of a new aircraft even by experienced pilots can be interesting. If at all possible the individual should be "given the sky" for the first flight.
27. Observance of correct etiquette at the field will make for harmonious club relationships and earn the respect of your fellow members. The following is a list of additional notes:
 - a. If you are not flying, do not park your vehicle on the spectator line but a row behind. Space is then left for those that have to unload models from their vehicles.
 - b. Do not run your engine for excessive lengths of time in the pit area, since the noise often is a source of annoyance to those who are flying. If you are breaking in an engine, or have lengthy adjustments to make, conduct these at the far ends of the field.
 - c. Be aware of who is in line to fly and who is about to land. Do not jump the queue or cause someone landing to go around again, except in emergencies.
 - d. When you have completed your day's flying, make sure all trash goes with you, including broken propellers, rubber bands, etc.
 - e. If you are last to leave the field please make sure the umbrellas are down, chairs under field house, and the gate is locked up.



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28. The Club does not currently enforce noise measurements (98 dB) However, if your aircraft is particularly noisy and operating beyond 98 dB you may be asked by an officer to reduce the noise.
29. Gas / Glow powered airplanes cannot operate before noon.

FPV Rules:

1. FPV Pilots are responsible for knowing the AMA FPV operations, requirements, and limitations Document #550.
2. Only Raceband Channels are permitted for use at the field. Ensure that the video channel is available on the FPV Channel Board before powering the VTX in order to avoid interfering with other FPV fliers. In the event that a model crash results due to abuse of this procedure the offending party will be expected to reimburse the owner of the crashed model for the damage sustained.
3. If the flying pattern cannot be maintained when flying with others then keep away from the runway during flight.

Electric Charge Station Guidelines:

1. 4mm bullet style connectors must be used to plug into the charge station outlets.
2. The charge station power supply should only be used for powering chargers of RC flight batteries.
3. If any issues are observed they must be reported to any board member ASAP.
4. All unmarked outlets are 12 VDC. Be aware of outlets labeled 24 VDC. These can be used for any charger that is compatible.

Rules for 72 MHz:

At the field, and before switching on your transmitter, you must identify whether or not the channel is already in use by reviewing the frequency board. If it is in use, the channel pin will be on the frequency board with a members' name or membership card. If the channel is not in use, then the club member may place a pin on the frequency. Should this procedure fail to be followed, it is highly likely that a model will crash as a result of radio interference. On no account must a channel identifier be removed from the frequency board without the owner being informed and the transmitter being switched off. In the event that a model crash results due to abuse of this procedure the offending party will be expected to reimburse the owner of the crashed model for the damage sustained. In the event that more than one person at the field is on the same frequency, the frequency "pin" must be passed to the next person after the completion of one flight - and so on, until everyone on the same frequency has had an opportunity to fly.

All 50 FCC authorized frequency channels may be used at LCRCC, as well as legally assigned HAM channels, 27 MHz aircraft channels and 2.4 GHz. Do not hog the frequency pin. You will get to know or may already know who flies on the same frequency as you. Make sure everyone has an equal opportunity to fly. If you should cause the crash of another's plane because your radio was inadvertently turned on the same frequency, you will be expected to reimburse him or her for any damages.