

# SWAP Modelers Field Rules

## General:

1. **Safety shall be the primary concern and responsibility of all members.**
2. The designated Field Safety Officer is in charge of ALL operation at the field. All members, guests and spectators present are required to abide by his ON THE SPOT decisions and directions without immediate protest. When the Safety Officer is not present, a temporary Officer will be designated by the group present. The designated Safety Officer is charged with enforcing these rules, and establishing any temporary rules deemed necessary for the Safety of the group. He has the authority to temporarily GROUND any pilot for infractions of the rules or for operating equipment that may create a safety hazard.
3. Students may not fly unassisted. Student flight is permitted only when accompanied by an instructor or an accomplished pilot.
4. Appropriate muffling devices are required on all engines, and a conscientious effort must be made to see that all model aircraft engines operate at a sound level of 95 dB, or lower when measured at a distance of 9 feet from the source.
5. All propellers must be of wood, carbon fiber or fiberglass, or reinforced nylon construction. Propellers with diameter of six inches or less are exempt from this rule.
6. A **fire extinguisher of the proper type** will be readily available in the pits whenever a **GASOLINE engine** or **JET TURBINE** is operated.
7. Every member is responsible for the proper disposition of litter and the general upkeep of the facility.
8. All flyers, including nonmembers, are required to display their current AMA membership identification card and FAA registration number when requested.
9. Parking at the field: Club members may park their cars at the field during the open hours of the park. In the event of extremely crowded field conditions guests may drive up, unload their cars, and then move their cars back outside the gate. Of course, they can also bring their car in to load it back up. Guests must be escorted by a member while this is going on, and NO non-members should have knowledge of the gate lock combination.
10. A "spotter" should be utilized whenever possible to add an extra measure of safety during flights.
11. **NO NONMEMBER OF AMA will be permitted to operate aircraft at the field and all pilots must have a FAA registration number and this number must be displayed on their aircraft. . (NO EXCEPTIONS TO THIS RULE.)**
12. For the purpose of locating lost/downed aircraft, **special limited FPV flight** will be allowed. A **spotter must be present** and the **FPV pilot must keep his/her aircraft within line of sight and obey all AMA and club rules.** Otherwise, there is to be NO FPV flying at our field due to our being within the Special Flight Restricted Airspace surrounding Washington, DC.

## Frequency Control:

In the interest of safety and courtesy, the following provisions related to frequency control will be strictly adhered to:

1. **When not otherwise properly in use, all non-2.4GHz transmitters on site will be switched off. THERE ARE NO EXCEPTIONS TO THIS BASIC REGULATION.**
2. Each flyer shall place his/her current AMA card or a marker in the appropriate slot in the posted frequency control board to secure the frequency being used before turning on their transmitter. (By doing this, the frequency in use is effectively blocked out and should not be utilized until the current user is done with it.) ***This rule is unnecessary for flyers utilizing 2.4 GHz radio gear.***
3. **No one may turn on a non-2.4GHz transmitter until they have determined that the frequency is clear and that there is no known opportunity for interference with other active frequencies. The burden and responsibility for making this determination lies with each member.**
4. To assure that all members will have an equal opportunity to participate, AMA cards should be promptly removed whenever the active transmitter is turned off (i.e. when the flight or test is terminated).

## Flight Operations:

1. All flying, from takeoff through landing, will be conducted from the designated pilot area, maintaining a minimum of twenty-five feet separation between transmitters to reduce frequency interference. All takeoff runs will begin from a center point on the paved runway, or just beyond it, on the grass. Takeoffs from the flight-line or pits will not be permitted.

2. A maximum of five (5) flyers are permitted to fly at any one time.
3. Engines may be started in the pits, then plane must be carried to the flight line. Taxiing in or into the pits is prohibited. Engines must be started with the propeller blast directed toward the flight-line, away from pilots and/or other aircraft, people, or equipment.
4. **All flight operation will take place beyond the FLIGHT SAFETY LINE established by the inner edge of the paved runway.** This is to prevent possible overflight of spectators, pit area, parking area, pilot and other sensitive areas.
5. The direction of takeoffs and landings, when not dictated by the wind, will be determined by the safety officer present. The landing pattern will be either left or right handed as required.
6. The initial post-takeoff climb **should always be made AWAY FROM THE FLIGHT SAFETY LINE.**
7. Close encounters with full sized aircraft will be avoided at all costs. A maximum altitude of 100 feet will be in effect whenever a full-sized aircraft is in the immediate area at less than 1,000 feet. Under normal conditions, the maximum altitude for level flight will be 400 feet (national standard).
8. **All landings will be announced loud and clear by the pilot.** Call out "**COMING IN**" or "**LANDING**" when the turn is made onto final, or "**DEAD-STICK**" **whenever power is lost and landing is imperative. No one will go beyond the FLIGHT SAFETY LINE without loudly calling "MAN ON THE FIELD".** After landing and the aircraft is clear of the runway. "**FIELD CLEAR**" will be called by the pilot having just landed.
9. The turn onto final approach WILL NOT be made unless the field is clear. If it is not clear, the landing will be aborted and the pattern reflight until the field is clear.
10. If at any point in the landing procedure, short of actual touch-down, the call DEAD-STICK is heard, the landing will be aborted and the pattern reflight until the field is clear.
11. Aircraft will not be left unattended on the flight line. Between flights, parking will be done in the pit area only.
12. Spectators are not permitted in the pits or on the flight line. "Spectators" is intended to mean anyone not actively participating in flight operations, including guest of members as well as casual observers.
13. **Flying Times:**

<b>Weekdays and Saturday:</b>	<b>From 9:00 a.m. until Park Closing</b>
<b>Sundays and Major Holidays:</b>	<b>From 9:00 a.m. until Park Closing</b>

#### **Guests**

1. A **guest** may fly **three (3) times** in a one year period.
2. A **guest must be accompanied** by his or her sponsor, who must be a **current AMA and SWAP member.**
3. **Guests must follow all club rules. The guest's sponsor is responsible for ensuring that the guest knows the rules.**
4. Ignorance of the rules may be cause for the board to take action. If the **aforementioned rules are violated**, one of the following will ensue: a. The guest will be banned from flying. b. The guest will be banned from the flying field. c. The sponsor may be asked to leave the club.

#### **Turbine Aircraft**

1. The pilot must display an **AMA waiver** and his/her **current AMA card with an up to date club sticker.**
2. **No non-member of SWAP may fly turbine aircraft at any time, except at a sanctioned club event.**

**We strongly urge you to place a small label on your plane with your name, AMA #, and FAA registration #. This is an AMA and FAA rule, and if there is ever a lawsuit involved with one of your planes, and you did not have a label on it, your AMA coverage may be void and the FAA may fine or arrest you.**