

IRCC FIELD RULES

- 1) Flying is restricted to current IRCC club members and their guests. Sponsoring club members must be present and are responsible for their guests. A “Guest” is defined as a current AMA member and who has not been a member of the Imperial Radio Control Club within the previous six months. A guest will be permitted to fly up to five days per calendar year, never to exceed two times in any month. Any person who had been denied club membership or any previous member who was removed from the club shall not be allowed to fly as a guest.
- 2) When flying on the 72 MHz frequency, the member/guest **must** place his/her club card or AMA card on the frequency board over the corresponding channel. Those flying on 2.4 GHz should also do so as a courtesy to others.
- 3) On arrival at the field, all 72 MHz. transmitters or modules must be turned off. **DO NOT TURN ON** until the Frequency Board has been checked.
- 5) The AMA Safety Code must be observed at all times.
- 4) All models must comply with AMA safety requirements.
- 5) Flight ready aircraft should be placed on the grass area south of the east/west taxiway and must be restrained by some means when starting. Ideally, a flying buddy should assist you with this unless you are using one of the “start-up” stands. All aircraft (including electrics) should only be started in this area. UNDER NO CIRCUMSTANCES should an engine/motor be started under the shelter(s) or in any area that could pose a threat to the safety of the operator or others around them.
- 7) Flying must be conducted north of the East/West runway. Do not fly south (behind you) of the main runway. Observe the no-fly areas and help protect our flying site. Helicopter & Heli “3D” flights should be flown at the southwest portion of the field. These flight operations are limited to one flight at any one time, and may in no way interfere with normal runway flight operations. Pylon testing, practice and races will be conducted in the location designated for their operations or on the main runway.
- 8) All flying should be performed with the pilot positioned on any of the designated pads or at least 25’ south of the main runway. Pilots should always announce their intentions - Take off, Landing, Touch & Go, On the Runway, etc. to the other pilots on the flight line. Under no circumstances should a pilot or individual be on the runway or open flying area until **ALL** pilots on the flight line acknowledge that they have heard the intention and give the OK!

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(Continued)

9) Test flights and solo flights are permissible when such a request is made to other pilots at the field and they are agreeable.

10) Low speed and high speed passes shall be made only parallel to the East-West runway and, when other pilots are present, at least 25 feet north of the main runway.

11) There will be no taxiing into the pit area from the flight line. **ALL** aircraft, regardless of power systems, will be shut down prior to crossing the white lines. **NO EXCEPTIONS!**

12) Always point the nose of the aircraft with an engine running toward the infield, not toward the spectators. This courtesy will also keep you from blasting your buddies aircraft and flight box.

13) Only designated Introductory Pilot Instructors may fly others that do not possess valid AMA and membership credentials.

14) Flight instructors and club officers are responsible for enforcing all flight, field and safety rules. They are required to call infractions to the attention of the violator. Any member may do so if neither an instructor nor club officer is present. However, it is expected that all such incidents will be handled "tactfully and with discretion". Remember, we are trying to maintain safety, not alienate anyone.

15) Mowing of the field takes precedence over flying. If the person mowing feels it is unsafe to fly while out in the field, he has the authority to close the field.

16) No littering.

18) The last member to leave the field at any time will close and lock the gate. If any guests are present they must leave at that time as well.

19) If all else fails and you are not sure what to do, courtesy and common sense should prevail.