

Wilmington Model Flying Club

Field Rules

1. Each member is responsible for assuring that he/she complies with all field rules and acts in a manner that encourages and reminds all other flyers and visitors to comply. Common sense should always be used when operating model aircraft.

2. Operations and activities at the field will be conducted in accordance with the official AMA Safety Code and the WMFC Field Rules. Failure to do so may result in loss of flying privileges.

3. An AMA membership card, or satisfactory evidence of AMA membership, is required for all members and AMA guests who pilot model aircraft at the field. The only exception is a visitor being introduced to R/C who, under direct supervision of a qualified flyer, Club and AMA member, operates a Club member's aircraft that meets the AMA requirements (See AMA guidelines).

4. Guests of WMFC members may fly if they are current AMA members. WMFC hosts must ensure compliance with club rules. Each guest shall be limited to 3 days; thereafter, club membership will be required. AMA members who are vacationing in the area are granted flying privileges upon payment of pro-rated dues for the period.

5. Radio Frequency Bands: *Effective immediately* – all new members joining the club and AMA guests will be required to use 2.4GHz radio control equipment to control aircraft. Club members, as of January 4, 2014, are grandfathered and will be permitted to use 72 MHz or 2.4 GHz radio control equipment to control aircraft. Frequency control for all radios other than 2.4 GHz will be in effect at all times. No frequency control is needed for 2.4 GHz radio operation. The Frequency control procedure is as follows:

a. The AMA membership card (See #3) will be used as the control device.

b. Transmitters should be turned off and checked to make sure they are off after each flight.

c. Before turning on a transmitter, check the frequency control board. If there is an AMA membership card in the slot for the desired frequency, do not turn on the transmitter until the frequency is available. If the frequency is not in use, place your AMA membership card in the appropriate frequency slot and proceed to use your transmitter.

d. After your flight or activity has terminated, turn off your transmitter and remove your AMA card from the frequency control slot.

e. At no time will there be more than one card in a given frequency slot.

6. The READY area is the area from the work tables to the pilot positions. Aircraft are to be moved to the READY area in preparation for flying and/or engine adjustment. No engines should be started behind the READY area. When starting engines, point the aircraft towards the runway and avoid pointing the exhaust towards airplanes and people. Taxiing will be confined to moving from the READY area to the RUNWAY. No taxiing of return aircraft will be permitted past the pilot stations into the READY area. All engines and motors must be shut down before passing the pilot stations into the READY area.

7. Aircraft flights:

a. No operation of combustion engines before 8A.M. Monday-Saturday and 9A.M. on Sunday.

b. No flying in the area above the READY area and parking lot. All flights will be conducted within a 180 degree area in front of the pilot boxes.

c. No take-offs or landings in the READY area regardless of the type of aircraft propulsion.

d. Pilots continuously monitor for full scale aircraft and immediately yield to them.

e. Based on the wind direction, the usual flight pattern will be an oval with the leg over the runway being into the wind and then turning away from the pilot's position. It shall be the responsibility of any pilot deviating from this pattern or in any way obstructing it, to advise and secure the agreement of any other pilot in the air.

f. Low altitude aerobatics over the runway must not interfere with other pilots' vision of their aircraft.

g. Aircraft performing any maneuver, other than landing, over the runway (such as hovering, high-speed passes, etc.) shall do so no closer to the pilots' stations than the centerline of the runway.

h. Low altitude, high speed passes down the runway are not permitted except when there is a single pilot flying or through mutual agreement among the pilots flying.

8. All aircraft are to be piloted from the pilot positions. The only exception is when a pilot needs to stand behind their aircraft for takeoff and afterwards must immediately move back to a pilot position.

9. Pilots are to communicate with other pilots for entry onto the runway, takeoffs, landings (touch-and-go or full stop), dead stick landings and any other information related to good communications and safety. Emergency and dead-stick landings have priority over all other runway and flight activity. Normal landings have priority over takeoffs.

10. Mufflers or pipes are required for the operation of all internal combustion engines above 0.10 cubic inch displacement.

11. All spectators and visitors must remain behind the work tables or behind the established fence if one is available.

12. For the purpose of these field rules, the following definitions apply:

a. "Qualified flyer" - a person who has mastered the basics of safe flight as defined in the Club's flight training outline.

b. "AMA guest" - an AMA member who is visiting the area and would not normally be expected to be a club member.

c. "Visitor" - a person interested in R/C model aircraft and would not be expected to be an AMA or club member.

d. "Spectator" - a person, who is visiting the field, to witness a demonstration or competition.