



# Indianapolis West Side Radio Control Modelers, Inc.

## Field Rules

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This document represents the specific set of rules for the Indianapolis West Side Radio Control Modelers (IWSRCM) flying site. The rules outlined here are meant to compliment the AMA rules and regulations as well as add clarity pertaining to our specific flying field. It should be noted that we fly on the grounds of an active full scale airport requiring particular attention to altitude and full scale operations; for these reasons, we must recommend not flying alone.

1. All modelers shall follow AMA rules and regulations at the Indianapolis Westside Radio Control Modelers flying site.
2. Guests at the field. There are three types of guests that typically come to the flying field, they are spectators (usually friends or family), individuals looking for introductory flight instruction and general RC information, and experienced (solo'd) flyers that are simply not members of the club but are there with a member.
  - a. Guests that are solo'd RC pilots shall be permitted to fly provided they are invited by a regular member and then not more than 3 times during a flying season without approval of the Board of Directors. The Host member is responsible for the actions of the guest and must be present with the guest at all times while at the flying site. The Guest must be an AMA member.
  - b. Guests that require Instructor interaction and/or are not solo'd RC pilots shall be permitted to fly provided they are (1) flying on a buddy box and (2) invited by a regular member and then not more than 3 times during a flying season without approval of the Board of Directors. The Host member is responsible for the actions of the guest and must be present with the guest at all times while at the flying site. The Guest does not need AMA membership to participate in flight instruction with a club instructor.
3. All members shall be responsible for damages in case of accidental shooting down of another plane, including damages caused by their guest. All matters pertaining to personal or property damage will be decided by the Board of Directors.
4. No driving in the pit area or on the flying field. Park in the parking area and carry your plane and equipment to the Pit Area. The parking area is defined as the road directly behind the Pit Area. Please pull in perpendicular to road onto the grass. Do not park further East than the posted parking sign.
5. Club members and their guests who are AMA members will be allowed in the pits or flying field area. Spectators are asked to observe from the designated area (picnic tables behind the Pits), and only allowed in the pit area with escort.
6. All new members shall complete a successful check flight with a club instructor prior to flying solo. Guests shall complete a successful



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check flight by the regular club member sponsoring the guest before the guest is allowed to fly solo.

7. Free Flight is prohibited.
8. All radio transmitters will be turned off before arriving at the field to avoid interference with flying airplanes. No radio shall be turned on at the field until the flight frequency board has been checked to make certain that no one is already using that frequency and until the pilot's membership card is clipped onto the appropriate frequency on the flight board so that all other members will know that the frequency is in use. Should the desired frequency already be in use, contact the individual that is using that frequency and those members shall alternate flights. Do not turn your transmitter on until the other member has removed his/her membership card from the frequency board and you have placed yours on it. Club members should clip their West Side membership card on the frequency board. Guests should have their host member clip their AMA card on the frequency board.
9. Spread Spectrum flyers (2.4 Ghz) are expected to adhere to rule #8. Place membership cards on the board on the left most column outside the 72 Mhz zone.
10. No flying of model aircraft is allowed over the flight line or any place where people are gathered. Every effort shall be made to fly within the flight boundaries of the field. The flight boundaries shall be depicted on a map displayed near the frequency board at the field. The general orientation of our runway is NorthWest to SouthEast approximately 290° to 110°. The flight boundaries are:
  - a. East: The general pattern dictates how far East a plane should fly. There are active full scale runways to the East so flyers should not fly beyond the half way point between the East end of our runway and the full scale taxiway. This is a judgment call, please be conservative here as it is a privilege to fly so close to the airport.
  - b. West: 1100 East is the furthest West a plane should fly. Consider the road a flight boundary to the West. As our closest neighbors are just across 1100 East, please be conscious of approaches from the West as it can be easy to drift over the road.
  - c. North: Again the general pattern dictates this boundary. In general, planes should never be further North than an imaginary east-west line extending from the north end of the "crater".
  - d. South: The club access road runs due East-West and acts as our general southerly boundary. Except for take-offs or landing approaches, we consider planes South of the access road, at the East end of the runway, out of bounds.
  - e. Height: As we fly on airport property, the AMA mandates that we stay below 400' altitude for safety reasons. Please be conscious of your plan's altitude.

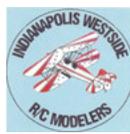


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11. Flying over the full-size airport runway is strictly prohibited.
12. There will be no flying during any maintenance activities on the flying field.
13. No more than 4 model aircraft shall be in the air at any one time.
14. Models shall not be started on the runway in use, nor may a flyer stand on the runway while flying. Take-offs and landings shall be coordinated with all flyers using the field at the time.
15. All aircraft must have identification according to AMA rules and regulations.
16. A member may request to fly a new model on a trim flight without other models in the air. The pilot must not take more than a reasonable amount of time to complete the same. (15 minutes maximum).
17. An instructor has the right to request that no other aircraft be in the air while he/she is teaching but only as a courtesy to his student.
18. Flying times. Flight is permitted during daylight hours 7 days a week.
19. Should a full-scale aircraft fly into the vicinity of the airspace over the flying site, the pilot of the R/C model aircraft in the air at the time will give right-of-way and avoid flying in their vicinity of the full-scale aircraft. The pilot of the R/C model aircraft will immediately cause the R/C model aircraft under his control to descend to a safe low altitude (defined as approximately 50 feet above the ground) and maintain that altitude until such time as the full-scale aircraft departs the space over the flying site. Whenever a student pilot is flying a model aircraft and a full-scale aircraft is in the vicinity of the airspace over the flying site, the instructor shall take control of the flying model aircraft, regardless of the ability of the student pilot, and shall immediately cause the aircraft under his/her control to descend to a safe low altitude until such time as the full-scale aircraft departs the vicinity of the flying site.
20. Upon landing, engines will be shut down upon crossing the pilot line. No taxiing back into the pits.
21. Should an airplane land in a crop area, use all necessary caution to avoid damage to crops when retrieving the airplane. Absolutely no vehicles are allowed to enter the crop areas. Retrieve airplanes on foot.
22. Regardless of style of flying, (3D, Pattern, IMAC, Sport, Heli, etc.) when sharing the airspace, the established pattern must be followed. Those that wish to perform high-alpha 3D flight or hovering maneuvers are welcome to do so but must announce their intent to fellow flyers on the flight line.
23. No alcohol is permitted on the premises.



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24. Anyone that violates any of the above rules is subject to probation.
25. Any three (3) members, upon observing violation(s) of these rules, and/or reckless, irresponsible, or very inept behavior, may and shall approach the offender to cause such behavior to cease. If, after having been shown the error of his/her ways, the individual does not comply with acceptable behavior, he/she shall be asked to leave the field for the day. Continued violations will be submitted to the Board of Directors, who may take action, up to and possibly including revocation of flying privileges.