

# BLACK DIRT SQUADRON GENERAL AND SAFETY RULES

## [JANUARY 2009]

### GENERAL FIELD RULES

1. Membership: All fliers must be current members of AMA and the Black Dirt Squadron.
2. Aircraft ownership and weight: Aircraft will not exceed 55 pounds weight and will have the name and address or AMA number in or on the airplane.
3. AMA Rules: All AMA rules will be followed for each type of aircraft as identified in the AMA membership manual. Only pilots and assistants will be allowed at the flight line.
4. Guest Constraints: Non-club members may fly as a guest of a member no more than 3 times per year. Guests must always be accompanied by their host, must be active AMA members and follow all AMA and Club safety rules. Field Safety Officers reserve the right to restrict guests from flying at any time. Host member must familiarize his/her guest with the site and club rules and must ensure guest's compliance.
5. Litter: Do NOT litter at the field, if you bring it then take it back out with you. Never allow fuel or gas to be spilled on the ground. All crash debris must be cleaned up and removed by the responsible pilot, especially if the crash occurred on another farmer's property.
6. Children and Pets: Pets must be leashed and not allowed to run free on the field nor be at the flight line. Children must not be left unaccompanied and can only be at the flight line if serving as a pilot, an assistant or spotter/caller.
7. Alcohol: Alcoholic beverages will not be consumed prior to or during flying at the BDS field.
8. Behavior: Bad behavior which may be threatening, vulgar, or distracting to pilots and spectators will not be tolerated. Violations may result in suspension of field privileges. Third offense will result in member expulsion.
9. Parking: Vehicles shall be parked only in the parking area - not on the field. The last person leaving the field shall close and lock the gate.
10. Pilot Qualification: Novice flyers are not permitted to fly solo until they have passed a flying proficiency test administered and signed off by two qualified instructors. They can only fly with assistance of a qualified club instructor.

### SAFETY RULES

1. Range check: All new or repaired aircraft will undergo a range check and be safety inspected prior to flight.
2. Radio Impound & Frequencies: All transmitters will be impounded and the frequency board will always be used. Only authorized transmitters on authorized frequencies will be utilized.
3. Frequency Pins: When flying, retrieve the frequency pin and place your BDS ID card in the slot. Pickup your transmitter from the impound area and attach the pin to your transmitter. At the conclusion of each flight, promptly turn off and return your transmitter to the impound area, then return the frequency pin and either collect your BDS ID card or leave it in the slot.
4. Maximum Aircraft in Air: There will be no more than 4 aircraft in the air. Flight times will be limited to 15 minutes.
5. Fueling & Fire Extinguishers: There will be No Smoking near aircraft or fuel cans during fueling operations. A fire extinguisher must be at the flight line when gas airplanes are started and flown.
6. Engine Start-Up: Aircraft engines will be started at the flight line with the propeller in front of any other fliers. The aircraft will face toward the runway, never toward the pits. Do not allow anyone to be in the arc of the propeller with the engine running. Taxiing onto the runway is allowed forward of the pilot's line. When retrieving an airplane from the runway, the engine shall be stopped prior to crossing the pilot's line when returning to the pit area. Always have someone or a restraining device hold the aircraft during starting and run up of engines. Never taxi aircraft into or out of the pits.
7. Taking Off and Landing: 1) Announce your intentions to take off, taxi from the flight line onto the active runway and take off in the established direction. Takeoffs and landings are into the wind. No aerobatics until after the first turn away from the pits. 2) Announce your intentions to land. Land your aircraft into the wind. Return to the flight line, taxi parallel to and at least 15 feet from the flight line and stop the engine. The pilot or helper will announce their intention to move onto the field and retrieve the aircraft. Never taxi into or out of the pits.
8. Spotters: All pilots should have a spotter/helper present, when possible.
9. Over-Flight: Never fly over the flight line, pits, parking area, or spectators. Don't fly over the workers in the fields.
10. Pattern of Flight: The established flight pattern should be flown.
11. Engine Test Run: Running of engines for adjustment must be done at the flight line or near the ditches at the end of the runways away from pilots and spectators. If the

adjustment period is excessively long it should not be done at the flight line. Your intentions to run an engine at the flight line or in the designated areas near the ditches should be announced prior to starting. Never taxi aircraft into or out of the pits. Never start engines behind others who are already flying. Move forward and ensure that no one is in the arc of the propeller.

12. Operational Responsibility: All pilots must be in control of their aircraft while on the ground, taking off, flying or landing and will be responsible for all such actions. A pilot who declares a dead stick has the right of way over all other aircraft. Pilots who lose control of an aircraft must announce an emergency condition. Unsafe flying practices will not be tolerated and will result in a written warning, suspension, or termination of membership. Aircraft operational right-of-way to use the runway in descending priority is:

- ◆ Dead stick or other emergency
- ◆ Approach to land with engine operating
- ◆ Take-off
- ◆ Touch and go traffic

13. 3D maneuvers: Hovering, torque rolls, etc. are prohibited over the runway and in the flight line pattern when other models are flying (all aircraft). These maneuvers may be performed over the grass, beyond the runway. Pilots must show consideration for other flyers when performing these types of maneuvers.

14. Liability: If damage to another airplane occurs due to radio interference and another pilot with the same frequency is violating the radio impound rules, the offending pilot will be responsible for all damages and costs. Disputes will be mediated by the safety officer.

Field SAFETY is everyone's responsibility, if you witness an unsafe act, alert the offending individual.

Failure to follow General and Field Safety Rules may result in suspension of flying privileges and/or expulsion from BDS.