

Flying Field Rules

For Streator R/C Flyers members and guests on the Gordon Moon flying site.

1. **All** members must have current membership in the **Academy of Model Aeronautics**.
2. **All** flight operations will be conducted adhering to the AMA National Safety Code. <http://www.modelaircraft.org/files/105.pdf>
3. 72 MHz radios shall use the frequency pin system.
4. **All** airplane engines of 0.15 cubic inches or larger have mufflers installed.
5. **All** glow plug engines can be started in the pit area and taxied or carried to the flight line. Fifth scale or larger planes with **gas engines** should be started at the flight line.
6. **All** engines must be stopped at the flight line with planes parallel to the flight line before entering the pit area. **No taxiing into the pits.**
7. **All** flyers are to fly from the established flight line station. If a flyer chooses not to remain behind the flight line protective fence, the flyer does so at **their own** risk.
8. After take off to the North, bank to the right. After take off to the South, bank to the left.
9. **All** flying should be done to the East of the flying line. Absolutely no flying is to be done over the flight line or pit area. Landing approaches can be made west of the flight line to the North or South of the field.
10. When two or more aircraft are flying, pilots will follow clockwise or counter-clockwise flight patterns determined by that day's prevailing wind direction. No more than four airplanes shall be in the air at any one time during non-event times.
11. Prior to take-off the flyer is responsible to announce "take-off" and wait until other aircraft in flight are in a position to allow a safe entrance to the pattern.
12. Aircraft on final approach have priority over other aircraft except for aircraft making a "dead stick" landing. In the event of engine failure, it is the responsibility of the flyer to announce "dead stick, and that aircraft shall have priority over all aircraft. Prior to entering final approach, the flyer is responsible to announce their intention of "landing."

13. Prior to retrieving an aircraft stranded on the field, the Flyer is responsible to announce "on the field", then proceed with caution.
14. Engine tuning other than a brief high speed tweak, and all break-in running is not permitted in the pit area and shall occur only in the designated area (West side of the East-West runway).
15. The pilot of an RC model aircraft shall:
 - (a) Maintain control during the entire flight, maintaining visual contact without enhancement other than by corrective lenses prescribed for the pilot.
 - (b) Fly using the assistance of a camera or First-Person View (FPV) only in accordance with the **procedures** outlined in AMA Document#550. (ALL flyers utilizing first person view (FPV) must, regardless of aircraft type, use an observer, and the aircraft MUST remain within line of sight of the observer at all times.) <http://www.modelaircraft.org/files/550.pdf>
 - (c) Fly using the assistance of autopilot or stabilization system only in accordance with the **procedures** outlined in AMA Document #560 <http://www.modelaircraft.org/files/560.pdf>
16. Students may fly at the Club field in accordance with all AMA rules governing instructional activities. **Students must be AMA members and must be a Club member.**
17. When going into fields to retrieve a downed plane, be extremely careful not to damage the crops. We must be a good neighbor.
18. Spectators shall stay to the west of the pit area at all times.
19. No flying is permitted when mowers are in operation on the field.
20. All members must be constantly aware of the safety rules and observe them at all times.
21. It is the responsibility of each flyer to be courteous and responsible to others. Good judgment tempered with common sense and knowledge of the Rules should be used at all times.