

SCOTTSDALE MODEL FLYERS SITE SPECIFIC RULES Effective October 1 2013

- 1) All AMA and SMF rules will be observed. By signing the SMF application form, SMF members are acknowledging their commitment to adhere to AMA and SMF rules.
- 2) To fly radio controlled aircraft on the SCC campus, a current AMA membership is required as well as membership in SMF.
- 3) The only RC flying of any kind at SCC will be at the designated field on the northeastern edge of the campus.
- 4) Flyers will comply with rulings and directives of SMF Club Officers.
- 5) SMF Club Safety Officers or Instructors will certify; a) Flyer skills, and b) airworthiness of new or rebuilt aircraft prior to flight.
- 6) 72 mhz Transmitters must have the proper frequency identification and must have a GOLD sticker to indicate compliance with the narrow band FM requirements. Spread Spectrum Technology (SST) 2.4GHz radios are permitted.
- 7) Prior to turning on their 72mhz radio transmitters, flyers MUST be in possession of the correct frequency pin from the frequency pin storage area, and MUST have placed their AMA card in the proper frequency slot. Should failure to follow this specific procedure result in causing the crash of another's model the flyer failing to follow this procedure will be considered responsible for the crash and liable for damages to the crashed aircraft and shall compensate the other flyer for the damage to his aircraft and hardware, radio and any damage done to other personal property.
- 8) All pilots must have a spotter assisting him/her to assure safe operation and to help avoid other aircraft.
- 9) Takeoff and landings will be parallel to the runway. All flight operations must be done over the open field to the North.
- 10) No more than FIVE (5) AIRCRAFT shall be in the air at any one time; one flyer per each flight line station.
- 11) For safety, flyers should stand behind the orange safety fence, not in the open areas between the fence sections.
- 12) Engines must be effectively muffled.
- 13) Flyers MUST LOUDLY announce their intention to TAXI, TAKE OFF, LAND, ON THE FIELD, DEAD STICK, LOW PASS etc.
- 14) Priority; - a) Dead Stick and Emergency landing aircraft have priority over all other aircraft until the aircraft has landed and been cleared from the runway, b) Landing aircraft have priority over other operations
- 15) Flyers should not taxi aircraft in the pit area.
- 16) After each flight TRANSMITTERS MUST BE TURNED OFF; 72mhz transmitters must be placed in the TRANSMITTER IMPOUND CABINET; and the FREQUENCY PIN RETURNED to the pin storage area, to be available for use by other flyers.
- 17) Helicopter flying will be dealt with on an individual case-by-case basis. In general helicopter flying will only be allowed for skilled helicopter flyers who will agree to confine their flying to west of the pit area, so as not to hinder the flying of fixed wing aircraft.
- 18) No alcoholic beverages are permitted at the flying site. Persons who have consumed alcohol or other drugs which have caused degradation or impairment of skills are not permitted to fly.
- 19) Certain major school and community activities may require that flying be suspended temporarily or indefinitely while the activity is in progress. Flyers will be attentive to the surrounding campus areas and stop flying when appropriate or requested to stop. The SCC security patrol may suspend flying at ANY time.
- 20) In acknowledgement of the dusty environment at the field, it is requested that flyers revving up engines do so in a manner so as to minimize the dust impact to other flyers. Prolonged tuning or breaking in of engines should be done at the extreme east end of the field away from other flyers.
- 21) Special Low Pass Rule; A Low Pass is a maneuver when the aircraft is flown at less than 20 feet over the ground parallel to the runway and not taking off or landing. a) The flyer must have a spotter assisting him; the spotter's job is to assure that the low pass can be safely flown, e.g. The runway and road are clear of people, traffic including walkers, joggers, bikers, vehicles of any type, etc. The spotter can call to abort the low pass any time the developing situation on the ground becomes unsafe, b) Loudly announce "Low Pass", c) the low pass must be flown north of the runway center line.

FLY SAFELY, AND BE COURTEOUS TO FELLOW MEMBERS REMEMBER: SAFETY IS NO ACCIDENT