

Dallas Radio Control Club
AMA charter # 609
Field Safety Rules

General rules

- All pilots and models must adhere to the current Academy of Model Aeronautics, hereafter referred to as AMA, national safety code and current Federal Aviation Administration, hereafter referred to as FAA, guidelines in effect.
- All pilots must have current AMA and Dallas R/C Club memberships. Guest privileges are available to AMA members when accompanied by current Dallas R/C club member. Guest members are restricted to 5 visits in a calendar year, subsequent use requires club membership.
- Park in designated parking areas only.
- The pit area and flight line are restricted to pilots and crew only, spectators must remain behind the pit or fenced area.
- Fueling, engine / motor runs are not permitted in spectator areas.
- Internal combustion engines larger than .09 cubic inch displacement are required to be equipped with a muffler
- Engine runs in the pit area are limited to starting and initial tuning with the aircraft pointed away from the pit area.
- Fixed wing aircraft may be taxied from the start pad to the runway for take off provided taxi way is clear, however taxing back to the start pad should be avoided. Take offs from the taxiway is prohibited.
- The west edge of the runway establishes the flight line, with the exception of the multi rotor and helicopter flying area, all fixed wing flying should be to the east of the flight line.
- It is recommended that no more than 3 aircraft should be flying at one time and at no time shall there be more than 5 aircraft flying, with the exception of club events, pilot stations are recommended for safety of the pilots.
- Flying over the runway is restricted to take offs, departures and landing when other pilots are flying, a rectangular flying pattern is recommended when 3 or more aircraft are flying to avoid potential mid airs.
- Calling “takeoff”, “landing”, “dead stick”, etc., is recommended when flying with other pilots with landing planes having the right of way.

Helicopters / Multi rotors

- Helicopters are limited to idle runs only in the pits, no blade rotation while in the pit area.
- Helicopters may be started and placed on the runway same as a fixed wing model, and should be flown the same as a fixed wing model with no hovering done over the runway or in the final approach landing area with landings done with the current traffic pattern.
- When there is a fixed wing pilot flying it is recommended that you get an “okay” from that pilot before flying, and you should never fly any closer than 25 feet to any other pilot or person.
- There is a designated Heli / Multi rotor flying area designated on a line from the south end of the runway to the south end of the pavilion extending to the road.
- There is a Heli pad on the south end of the facility that is considered in the fly zone for taking off and landing helicopters and multi rotors.
- At no time should helicopters or multi rotors ever be flown behind fixed wing pilots or in any no fly zones.
- First person view, FPV, pilots must be aware of the current FAA and AMA rules regarding FPV flight.

Miscellaneous

- There is no frequency control at the field, for systems other than 2.4 GHz spread spectrum radios, i.e. FM, Ham, 900 MHz , 5.8 GHz video, it is up to the pilot to make sure there is no interference issues with other pilots.

These safety rules are intended to outline basic safety rules for our field, common sense should always prevail and it is up to all club members to promote safety.