IV. SAFETY RULES

Retaining our privilege to fly at the JSC Antenna Range site depends on every member taking personal interest in following and enforcing the field safety and procedural rules. Read them, memorize them, and follow them! Any JSCRCC member who does not comply with or follow the safety procedures and rules stated herein will be subject to having his/her club field pass pulled for two months, or club membership terminated, depending on severity or reoccurrence of the infraction.

SAFETY RULES

1. Safety first in everything you do. Pre-flight check your plane and radio gear. Look out for fellow Club members on the flight line. Be considerate of others and most of all think about your actions.

2. Frequency Control

    a) Transmitters and receivers are to be turned off before coming to the flying site.

    b) The AMA frequency numbering and flagging of transmitters is in effect at the flying site.

    c) Each aircraft must have a pilot/owner name, address, and AMA number on or in the plane for identification in case the aircraft gets beyond the control of the transmitter or pilot

    d) A transmitter impound rule is in effect at the flying site. Transmitters shall be placed in the impound (switch off!) when arriving at the field and when not in use.

    e) A transmitter can only be turned on if the pilot has obtained the proper JSCRCC frequency pin from the frequency tree, exchanging the frequency pin or 2.4 Ghz pin on the tree with his/her Club Field Pass and attached the pin to the transmitter antenna. When finished using your transmitter, switch off transmitter, return transmitter to impound, remove your Club Field Pass from frequency tree and replace the frequency pin in its proper place. Return the frequency pin promptly—others may be waiting their turn on that frequency. Do not remove the frequency pin from the flying site. Return the pin as soon as possible if you do accidentally take the pin off site.

3. Pilots are to utilize assistance from other modelers in holding aircraft during engine startup. When human assistance is not available, mechanical hold down devices (several provided by the club are available at the field) are to be used.

4. Do not fly over the pit area or spectator area at any time. If possible, first flights of a new untried plane or helicopter should be made at off hours when there are a minimum of spectators and Club members present.

5. Taxing, Take-off & Landing

a) Two major Directional Flight Lines (DFL) are provided to accommodate the wind direction (See Figure 2).

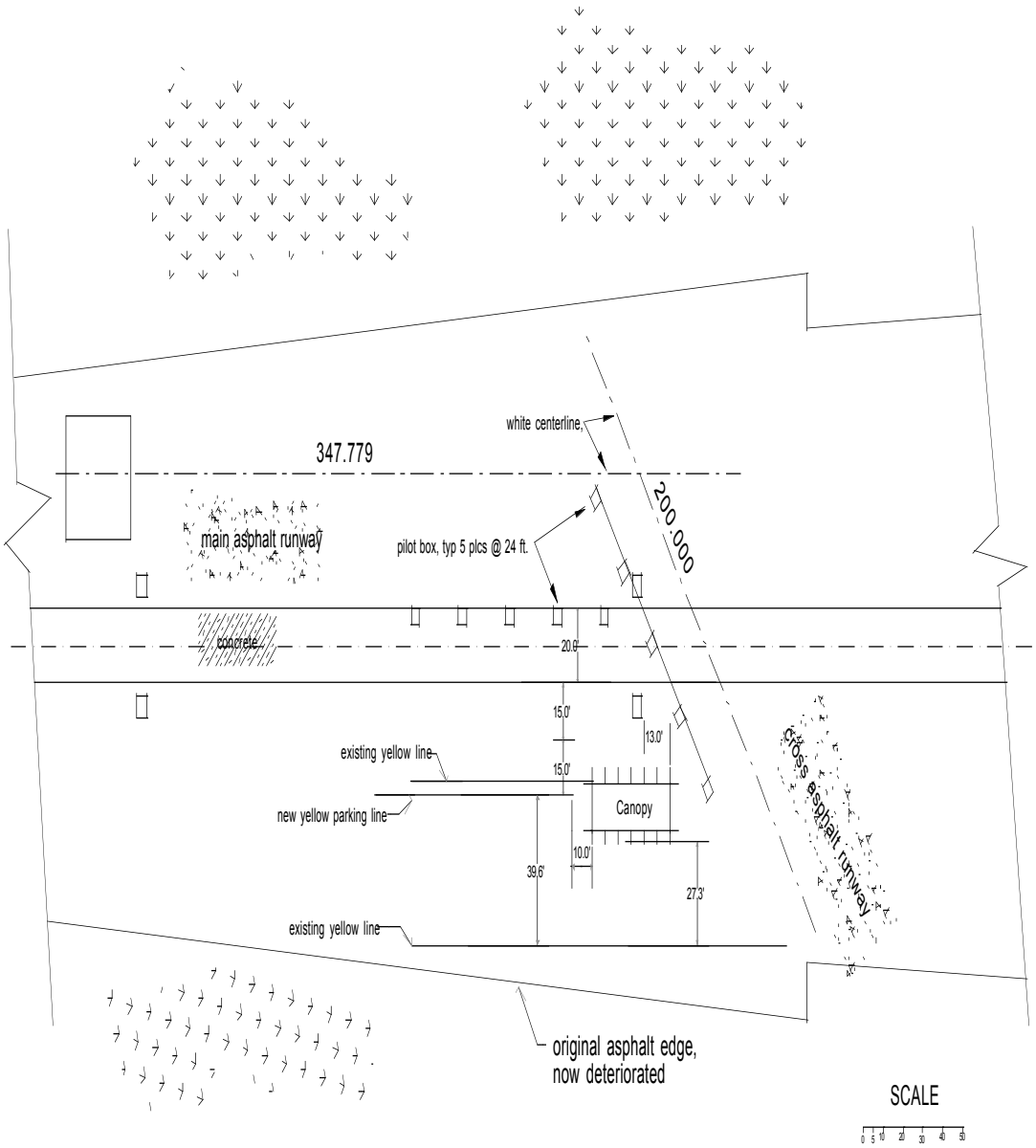

Figure 2. Field Layout

b) Depending upon the direction of the wind, the "Current Flying Session" (CFS) flight line will be determined by the flyers present on the field.

c) No taxing out of the pit area under the aircraft's own power. Planes should be hand controlled until outside the pit area. NO TAKE OFFs FROM THE PIT AREA!

d) All powered take-offs and landings will be done within the CFS flight line areas.

e) Pilots will fly from within the marked boxes behind the designated "Pilot Line". The Pilot boxes are spaced at 25 feet apart to prevent two closely adjacent transmitters mixing low level frequencies that can cause interference potentially resulting in loss of control and a crash.

f.) Non-powered sailplanes, electrics, and "1/2A' planes (.02 to .05 powered without landing gear) may be hand launched and landed over the grass area behind the pavilion and parking area provided:
- Both takeoff and landing paths are up wind of and/or away from the CFS and
- The plane never comes closer than 40 feet to the paved area and roadway behind the pavilion.

g) Helicopters will be flown from designated area opposite of the CFS flight lines in use. Flying will be no closer than 40 feet of the nearest person in the CFS, the pit or spectator area. Flying over the pit and spectator areas is prohibited.

h) Helicopter rotor blades will be engaged only on the runway or designated helipad - not in pit area or taxi way.

6. Location of Pit & Spectator Areas

a) The "PIT" area is where all pilots and equipment are kept, including field boxes, planes, helpers, coolers, chairs, etc. deemed necessary by a pilot (see Figure 2).

b) If a plane's engine quits on the runway just prior to an attempted take-off, the pilot and/or helper should make every attempt to clear the plane from the runway quickly and return to the pits to resolve the problem.

c) The "Spectator" area is located behind the Pit area for a distance of 15 feet and running parallel to the Pit area. Visitors and spectators should be directed to this area as quickly as possible to maximize the safety of the people and minimize the disruption of the flying activities.

d) When approaching the field from the parking area behind Bldg. 14, all vehicle and pedestrian traffic will stop whenever R/C aircraft are flying. Vehicles and pedestrians will wait until acknowledged and motioned to proceed. Vehicles will then travel, without stopping, at a speed less than 20 mph, on the same side of the field as the airplane pits.

7. When the JSCRC Club and the NASA/Houston National Rocket Club are using the JSC antenna range at the same time, the following safety rules will be followed:

a) Everyone will proceed with caution from the parking area behind Bldg. 14 while observing aircraft and rocket activities and following procedures given in 5e above.

b) People on foot may proceed with caution, walking on the airplane pit side of the field, avoiding the airplane landing strip.

c) Vehicles returning from the rocket launch area at the end of the field will follow the reverse procedure. Driving on the same side of the field as the airplane pits, stopping at the west end yellow line, waiting to be acknowledged and motioned to proceed, and then proceeding slowly without stopping.

d) While vehicles are traversing the flight line area, airplane pilots will fly their planes in a pattern outside the runway area, and will not, under any circumstances, over fly the runway.

e) In the event of an aircraft engine failure, the pilot will not attempt to land on the pavement when vehicular traffic is present.

f) Rockets will not be launched toward the aircraft pit and flight line area, nor such that they can drift into that area during recovery.

g) An attempt will be made by each organization to sound an audible alert in the event an out-of-control model situation occurs.