

SAN DIEGO WINGMASTERS R/C CLUB

Field Rules

rev. 7.9.22

NOTE: The following Club rules are in addition to, and in some cases a restatement of, the AMA safety code which is in force at all times (see AMA Handbook) AND our compliance with rules dictated by the County of San Diego (the leaseholder of the flying field). It is not appropriate to simply ignore any rule. A club member who has a quarrel with any rule must continue to comply with the club rules and take his objection to the board or bring it up at a club meeting for change consideration.

LITHIUM BATTERY CHARGING

(Applies to all lithium-based batteries)

1. All lithium-based batteries must be charged on the designated charging table.
2. Each member must provide his/her own charger that is designed for charging his/her specific type of lithium-based battery and understand its operations. Failure to operate it properly can result in damage to the battery and or charger. Please observe limitations posted at the charging station.

REGULATIONS AND RESTRICTIONS

1. **Flying Hours** (7 days per week):
 - 1.1 **Quiet Electric Airplanes** (see definition below): **7:00am – Sunset**
 - 1.2 **High Performance Electric** (more than 4 lipo cells, any EDF, or loud prop planes like racers)
 - a. **8am – 4pm**, Nov. 6 – Mar 12
 - b. **8am – 6pm**, Mar 13 – Nov 5
 - 1.3 **Quiet Glow Fuel Aircraft: 9am – 2 pm** (NOTE: Only allowed for grandfathered, continuous members since 2017).
 - 1.4 Members should leave the field early enough so as to not need to use headlights for safe exit. There is no member access to the field allowed beyond the flying hours listed above.
NOTE: **Quiet Electric Airplanes** are defined as planes which are very difficult to hear or silent from the flying station while these planes are flying near the north boundary of the approved flying area (i.e. hard to hear while flying a wide downwind opposite the pilot stations).
2. All pilots, students and incoming members, must be certified for solo flight by an instructor or skilled pilot prior to flying solo. Practice flights before certification should be performed with an instructor or skilled pilot, preferably with a buddy box. Pilots who have not flown recently and/or are uncertain of their competence to handle an aircraft should request the assistance of an instructor or skilled pilot to test fly the aircraft. This will improve safety and the life expectancy of your aircraft.
3. If, in the opinion of two or more club members, a pilot's flying ability or aircraft's airworthiness is judged to create a danger, he may be requested to cease flying and make improvements in his flying skills or his aircraft. He may ask the assistance of an instructor or practice with a skilled pilot. When he feels his skills or aircraft are safe he should ask an instructor or skilled pilot for a check out. Any member so approached should treat this attention to his equipment and flying as in his best interest and also that of the club and his fellow fliers.

4. All members must carry a current Wingmasters membership card and their AMA membership card.
5. No alcoholic beverages are permitted at the flying site. No person shall fly while impaired by any substance.
6. No gasoline or turbine powered aircraft are allowed.
7. Spectators/visitors are not allowed in the pit area or Pilot Stations—unless at the specific invitation of a member pilot. In this case, the member pilot assumes responsibility for the actions of the spectator/visitor.
8. Young children must be continuously monitored by an adult. Animals must be leashed at all times.
9. All pilots are required to do their part in maintaining the cleanliness of the field. If you bring it in (trash) you must take it out.
10. Our landlord has prohibited the flying of any rotary wing aircraft (helicopters, quads, powered lift, etc.) at our field. No vertical takeoff and landing only aircraft are allowed.
11. Recreational flying only.
12. Except in an emergency, no member shall independently contact San Diego County Officials, business entities, or other organizations or parties regarding changes to club operations or new business except under the specific authorization by majority vote of the board of directors except for communication with local on-site supervisors.
13. Any member seeking discipline against another member for a club rule violation must file their grievance within five days of when the alleged violation occurred.

NOISE AND POWER

1. Maximum noise level for all aircraft not to be exceeded is 90 dBA at 9 feet.
2. Using their subjective judgment, any club member has the authority to question the validity of the aircraft and to verify the maximum noise level or questionable power equipment. A sound meter can be found in the Knaack box.

GROUND OPERATIONS

1. Transmitters must have one and only one **clearly distinguishable** frequency flag attached at all times. The exception is 2.4 GHz transmitters.
2. ALL TRANSMITTERS MUST meet the AMA requirements for aircraft radio systems.
3. Engines and motors should not be run at high RPM for an extended period in the pit area. Be aware of the effect of your prop wash at all times.
4. A preflight radio check and control surface direction check before each flight is strongly advised. A range check is additionally required prior to a first flight of a new or repaired aircraft.
5. Never fly using a radio that is showing any signs of intermittent operation or less than perfect performance.
6. No transmitter other than 2.4 GHz may be turned on for any reason without first obtaining the frequency control pin and clipping it to your transmitter.
7. Aircraft must **never** be taxied on the pit side of the safety fence.
8. It is the pilot's responsibility to insure that no one is in line with the rotational plane of his propeller when starting and operating the aircraft engine in the pit area.

AIR OPERATIONS

1. With the exception of the one or two pilots flying flat foamies at the southwest corner of the field, when more than one pilot is flying on the main field all pilots flying on the main field must fly from the four Pilot Stations only. This is to enhance good pilot to pilot communications.
2. All aircraft will take off and land in the runway direction as dictated by the prevailing wind. In the case of a strong crosswind, a consensus between the flying pilots must be verbally agreed to.
3. Liftoff of the aircraft should not occur before the model has passed **all** of the pilots in the Pilot Stations. Similarly, power for "touch and go" take offs should not be applied before passing all the pilots in the Pilot Stations.
4. "Dead stick" landings should be announced loudly to all pilots in the Pilot Stations by yelling "DEAD STICK". "Dead stick" landings have priority over all other flight and taxi operations and other pilots should immediately yield and assure the "dead stick" pilot that he has the runway.
5. If your model goes out of control, or you see someone else's model apparently out of control, yell "HEADS UP" or some appropriate warning immediately. Don't wait to see if it's really necessary.
6. All flying, except for takeoff, landing and touch and goes, must take place north of the runway (the side opposite from the pits) and west of our self-imposed eastern boundary line (if you need further clarification of this, see the diagram posted on the bulletin board, or ask a club officer). If someone wishes to make a pass over the runway, he/she must make that pass over the north half of the runway and only if all other pilots who are actively flying acknowledge that they are aware of and give the OK for an upcoming runway pass after another pilot has requested one.
7. Pilots must communicate with others using the field their intentions so as to avoid collisions or conflicting flight activities. Before taxiing onto the runway, a pilot must announce "OK to taxi out". Other pilots can then acknowledge his intention, or object to it if it is in conflict with their activity. When landing a pilot must announce to all pilots in the Pilot Stations "Landing". Pilots may object if this landing may interfere with safe operation of their aircraft.
8. **EXCEPT FOAMIES IN THE SPECIAL FOAMIE AREA, NEVER FLY OVER THE AREA TO THE SOUTH OF THE RUNWAY.**
9. No more than four (4) aircraft may be in the air at the same time (not counting the foamies in the special area).
10. **AS A REVIEW, COMMUNICATION WHILE FLYING IS VERY IMPORTANT. When going out on the runway to retrieve a plane, announce to those flying by calling "ON THE FIELD". Minimize your time on the runway and be watchful for other aircraft. Call "CLEAR" when you are clear of the runway. Other callouts should include "TAXIING OUT", "TAKING OFF", "LANDING", AND "DEAD STICK" (please give right of way to that pilot). Please call out any other action which might be helpful for other pilots flying.**

FLYING GUESTS

Guests with electric powered aircraft are welcome. No glow or fuel powered aircraft.

Flying guests must have a current AMA membership and have been checked out for flying proficiency by an experienced club member in order to fly their own, or their host's, aircraft. The **host member is responsible** for ensuring that their guest understands the club rules and that these rules are adhered to. The **host member is also responsible** for placing the guest's name and AMA number on the "who's flying" section of the club's website. The **host member must verify** that their guest possesses their FAA UAS and TRUST certificates and that the aircraft they are bringing to the club to fly are properly marked.

It is considered a courtesy to other club members that guest privileges be limited to occasional use only. If a guest wishes to fly more often, he must join the club.

A club member is limited to bringing only one flying guest per day to the field.

COUNTY REQUIREMENTS – GATE LOCK

The gate lock-chain protocol is extremely important. There are several entities authorized to access the landfill and each has its own lock. It is possible to accidentally lock around an existing lock. This causes the owner of that lock to be denied access. Please adhere to the following procedure.

The first club member to arrive should unlock the gate and then relock the chain around the stationary half of the gate. This prevents someone from walking off with the chain and locks. While we are at the field we must keep the gate closed but do not need to lock it. The county has provided a lightweight chain with a clip on the end to wrap around the two halves of the gate to keep it closed while we are present at the field. The last member to leave must lock the gate unless a county work crew is present. The last member to leave should be observant for anyone who has strayed into the site who does not belong and could be locked in. When locking the chain around both halves of the gate be certain that you do it in a manner that will allow ANY SINGLE ONE of the locks to open the chain loop.

We are allowed to drive on the main road between the gate and our parking area only. Do not drive on any roads or paths other than this.

COUNTY REQUIREMENTS – RAIN EVENTS

We are NOT allowed on the site during and 5 days following a "rain event". A rain event is described as 1/4 inch or more rain over a 3 day period. A special "rain lock" will be installed in place of our regular lock during this period. See our web site for information on whether the field is open or closed if in doubt.

RULES ARE NOT A SUBSTITUTE FOR COMMON SENSE

Please consider when operating your model aircraft that this club was established to promote and assist those interested in the hobby. The Wingmasters have invested a great deal of time and money in the flying field. Please insure that your actions will in no instance jeopardize your own, or other club members', right to fly at our facility.

We have been allowed to use the land which comprises our flying field solely at the discretion of the County authorities. This right can be withdrawn at any time should your actions or those of any other member create a situation which prompts the County to do so. In this regard, strict adherence to our sound restrictions is vital—as well as a sensible flight pattern that does not overfly the area east of the line shown on the club table top. If in doubt, ask a club officer or a more experienced club flier.

A critical aspect of model aircraft flying that should receive every club member's continued attention is safety. The accident record of the Wingmasters Club has been very good, but the very nature of the sport requires continued vigilance if we are to maintain this record. In all cases, the operation of an aircraft should be dictated by a concern for the safety of yourself, other pilots and spectators. ***When there is any doubt about safety - DO NOT FLY!***

PROBATIONARY PERIOD

Per our current Bylaws: "All new members, members returning after more than one year absence, or members returning from an absence after disciplinary action are subject to a probationary period during which they will not have solo access to the field, will not have voting rights, and must comply with and meet specified criteria prior to being given full membership status."

Current criteria:

1. Probationary members are subject to a 90 day probationary period. At any time during this period, upon unanimous vote of the board, a probationary member may be dismissed from the club. A dismissed probationary member will be notified by USPS and by telephone that the person has not successfully completed their probationary period/term and their membership is terminated. A return of fees on a pro rata basis will be made upon a non-successful probationary period.
2. During each 30 day period of the probationary term/period, the member will need to fly a minimum of two times in the presence of regular members for a total minimum of six flying events during the probationary period. The purpose of this is to prepare the new member for the responsibilities of independent club facility access.