

- I. Enter the FCRCFC field to enjoy the sport of RC flight in a friendly atmosphere.**
Leave animosities and troubles behind when entering the field. New members and visitors will especially appreciate friendly, respectful assistance from FCRCFC members.
- II. On the field.**
- A. Only club members or club members' invited guests with valid AMA identification are permitted to fly at the FCRCFC field. The only exceptions will be authorized guests participating in limited, short-term, introductory activities conducted by a flight-qualified FCRCFC member.
 - B. For safety reasons, it is strongly recommended that RC pilots *never* fly alone.
 - C. Sail Planes and Park Flyers shall not hinder the flight patterns of other larger, powered aircraft.
 - D. Control-line flight shall take place only in the provided control-line circle.
 - E. The first person entering the field may leave the access gate open (*please open the gate inward*); the last person leaving the field for the day must always close and lock the gate, and set the combination to zeroes or a random order. Under no circumstances shall any RC pilot or visitor ever enter the field by means other than via the opened gate.
 - F. Smoking and consumption of alcoholic beverages is strictly forbidden inside the entry gate on Highway 6.
 - G. Spectators shall remain behind the spectator fence unless invited onto the field and supervised by a flight-qualified FCRCFC member during special functions or introductory events.
 - H. Carry aircraft from the safety benches on the apron to a point beyond the taxi fence at the flight line, or 'tail-escort' larger aircraft from the apron to the flight line.
 - I. Overflight of flight stations, flight line, apron-, spectator-, roadway-, parking- and landfill-areas is strictly forbidden. Certainly, avoid power lines and tall trees.
 - J. In the event a downed aircraft must be retrieved from beyond the (western) fence line, the gate between the FCRCFC runway and the private property to the west must be closed after ingress and egress. Remember that there may be valuable livestock present on this property; cattle should not be disturbed either by overflight or by retrieval of aircraft.
 - K. Motorized vehicles (cars, trucks, tractors, utility vehicles) are allowed on the premises only for field-maintenance purposes, *but under no circumstances are they allowed on the adjacent field beyond the airfield fence; this is private property.*
 - L. Leave no trash behind. Pick up rubber bands, broken props and other aircraft parts; paper, bottles, cans, etc.

III. Transmitter/Receiver Pre-flight.

- A. The pilot's channel tag should be removed from the frequency board and clipped to a hat or displayed prominently on clothing; the pilot's AMA Card and a Club ID Card (if available) should be clipped on the frequency board at the numbered channel slot. Of course, never fly if a frequency is in use by another pilot.
- B. Perform battery checks.
- C. Perform range check and control-surface check.
- D. Extend your transmitter antenna full length before takeoff.
- E. Return channel tags to the frequency board and retrieve AMA cards and Club ID cards after shut-down.

IV. Engine Pre-flight.

- A. Familiarize yourself with the location of the club's First Aid Kit and the Fire Extinguisher (usually near the frequency board), or carry your own First Aid Kit.
- B. Use an FCRCFC safety bench or an aircraft restraint, and accept help from an assistant while starting and running up an engine.
- C. Run engines only in the apron-, taxi- and takeoff areas; never in spectator areas.
- D. Keep running engines pointed toward the runway; starters should step away from the front of a running engine as soon as the engine has started.
- E. Taxi to the runway only from a point beyond the taxi fence.

V. Runway and Flight Courtesy.

- A. Comply with announced or obvious runway closures, e.g., during field maintenance or while aircraft retrieval is taking place; during aircraft 'parades' at flyins, etc.
- B. If multiple aircraft are in the pattern, announce channel, and intentions or emergencies, e.g., 'Channel 14!', 'Take off!', 'Landing!', 'Deadstick!'
- C. Incident Reporting.
 - 1. Reporting of serious incidents shall be consistent with AMA guidelines (<http://www.modelaircraft.org/PDF-files/clubkit.pdf> page 12).