

## **VFSS SAFETY MANAGEMENT GUIDE REVISED May 15, 2006**

The safety policies of the Valley Forge Signal Seekers (VFSS) are stated in the VFSS Field Management Guide (FMG), which identified safety as being the primary emphasis of the club. Our dedication to the safety of our club members, the park visitors, and surrounding neighbors is paramount, and required by Academy of Model Aeronautics (AMA) guidelines.

I. The following rules are itemized in the General section of our VFSS Field Management Guide:

- a. "All VFSS members are responsible to take effective action at the field to assure compliance with the field rules contained herein."
  - b. "VFSS objective is to allow club members and authorized guests the privilege of enjoying the R/C hobby with maximum emphasis on safety and noise control in a manner that is safe and also considerate of our neighbors."
2. Each year all members must renew membership in the Club and have signed the VFSS membership card and flight permit which states: "I agree to comply with the VFSS Field Management Rules".
  3. VFSS Field Management Guides have been provided to all members, are available on the club website and a copy is posted on the field's bulletin board.
  4. Membership in this Club is a privilege and not something to be assumed!

Therefore, as a condition of membership, **All CLUB MEMBERS are responsible for actively maintaining safe conditions** at our field for fliers, spectators and neighbors alike.

The following mandatory measures are effective MAY 15, 2006 for Field Management **SAFETY**/AMA Safety Code violations:

1. Any pilot flying at the VFSS flying field and found to be in noncompliance with any of the VFSS Field Management Guide **SAFETY RULES** and/or AMA Safety Code by any club members at the field will be courteously approached and warned. Further noncompliance will result in a request for the offending pilot to suspend their flight privileges for the day. A club incident/accident form (in the barrel with the buddy boxes) shall be completed per the FMG and the club president will be notified of the incident as soon as possible. If the offending pilot becomes uncooperative, abusive, threatening, etc, the park rangers will be called to the field.
2. Subsequent or extreme **SAFETY** violations require immediate notification of the club president who may contact the pilot and suspend the pilot's flight privileges pending an investigation of the incident. A club incident/accident form (in the barrel with the buddy boxes) shall be completed per the FMG. The suspension will remain in effect until presentation of the incident to the BOG, at which time restoration of flight privileges will be considered and voted upon by the BOG.
3. BOG members will not be inconvenienced by requests for special meetings to consider restoring flight privileges of suspended individuals.

# VALLEY FORGE SIGNAL SEEKERS FIELD MANAGEMENT GUIDE

REVISED May 15, 2006

## GENERAL

1. All VFSS members are responsible to take effective action at the field to assure compliance with the field rules contained herein.
2. VFSS objective is to allow club members and authorized guests the privilege of enjoying the R/C hobby with maximum emphasis on safety and noise control in a manner that is safe and also considerate of our neighbors.
3. While this guide sets forth the club rules for our enjoyment-with-safety objectives, nothing herein should be taken as overruling good common sense and basic courtesy.
4. Model operation must be in accordance with the official Academy of Model Aeronautics (AMA) Safety Code.
5. Pilot's name and address or AMA number must be affixed in or on the model.
6. When flying at VFSS field, pilots must have their AMA membership card and either a valid VFSS membership card or valid park day pass.
7. VFSS HIGHLY RECOMMENDS the use of a Spotter/Safety Observer (S/SO) at all times.
  - a. QUALIFICATIONS: VFSS members (including student pilots who have been briefed on and are familiar with the AMA Safety Code, the VFSS Field Management Guide, and Flight Operations Area or "box") and day-pass flyers are qualified to be S/SO.
  - b. DUTIES: Alert the pilot of any potential violation of AMA Safety Code or VFSS Field Management Guide and help the flying pilot stay aware of other aircraft operation and location.
8. An accident involving any personal injury or any damage to property not owned by a VFSS club member, other than model aircraft, shall be reported to a Park Ranger immediately. Each pilot involved shall notify the club president, or next ranking club officer available, via telephone call as soon as possible (not more than 24 hours). A VFSS Accident/Incident Report form shall be completed by each pilot involved and sent to the club president within 7 days.
9. All serious safety incidents and crashes/uncontrolled landing outside the field boundary ("flight box") shall be recorded on a VFSS Accident/Incident Report form by each pilot involved and sent to the club president within 7 days. The pilot(s) involved shall notify the club president, or next ranking club officer available, by telephone call as soon as possible (not more than 24 hours). If in doubt that the event is "reportable", report it! The club president shall provide an accident/incident report to Park authorities monthly.

## **SAFETY**

1. At all model flying occasions a single straight line must be established, one side of which is for flying, with the other side for spectators. Only those persons essential to the flight operations are to be permitted on the flying side of the line and all others must be on the spectators' side.
2. Intentional flying of powered aircraft outside of the designated boundaries of the flying field is prohibited. Refer to the field plan.
3. Only qualified pilots are permitted to fly without assistance.
4. Non-qualified VFSS pilots may fly only with the assistance of a VFSS Authorized instructor. The list of authorized VFSS instructors is posted on the club bulletin board.
5. Aircraft engines shall be started with the nose of the aircraft pointed toward the runway. Do not direct the exhaust at personnel or another aircraft. The use of a restraint or tie down is recommended during engine starting.
6. All aircraft must be physically restrained (i.e., carried or guided by hand on the plane) while moving from the pit area to the runway edge for takeoff and return from the runway to the pits after flight. **TAXIING IS POSITIVELY PROHIBITED.**
7. Winch turn-a-rounds and Hi-start stakes must be marked with a pole and flag. When flying gliders, spectators remain behind pit areas. Sunday morning non-powered flight times allow pilot position on the field.
8. In the interest of safety, any club member has the authority to question the pilot capability of a day pass pilot.

## **RADIO FREQUENCY AND TRANSMITTER CONTROL**

1. The VFSS membership card or day pass only is used to obtain a frequency pin.
2. Only one (1) card may be used to obtain frequency pin -change card if you are sharing same frequency or flying more than one model during a flying session.
3. Each pilot must have the correct frequency control pin attached to their transmitter antenna prior to turning on the transmitter.
4. Anyone turning on a transmitter without having the frequency control pin or having an incorrect frequency pin attached and who thereby causes another pilot flying on the same frequency to crash their aircraft is liable for ALL damages and injuries resulting from such crash, including:
  - a. Repair of radio equipment
  - b. Repair or replacement of engine
  - c. Replacement of aircraft, value of which is to be determined by injured party

5. Never remove a frequency pin from a pilot's transmitter without first notifying the pilot, returning their card, and placing your card in the slot on the frequency control board.
6. Channels 61 through 90 and all 27 MHz band frequencies may **NOT** be used for control of model aircraft at VFSS field.
7. Time limit for the use of the frequency pin is 15 minutes when others are waiting.

## **TRAFFIC CONTROL**

1. Powered aircraft operation, **except electric power assisted gliders or sailplanes**, is prohibited prior to 1:00 PM on Sundays (2 PM daylight saving time) and prior to 9 AM on all other days.
2. There are five (5) powered aircraft flying spots on the flight line and three (3) helicopter circles near the south west corner of the runway. All fuel powered aircraft flight shall be controlled from one of the five (5) points on the designated flight line adjacent to the runway. The pilot shall stand behind the tall grass for safety. Small electric powered models may be flown in the helicopter circles after alerting pilots using the five primary flight positions.
3. Each pilot shall verify runway and airspace clearance and call out intention to takeoff prior to aircraft entry onto the runway. **LOOK BOTH WAYS!!**
4. Landing aircraft shall have precedence over take off aircraft in the following priority:
  - a. Dead stick powered aircraft
  - b. Sailplanes
  - c. All other
5. All aircraft shall take off and **NORMALLY** land (dead stick is a non-normal exception for safety) in accordance with a left or right hand AMA traffic pattern approach in front of and parallel to the flight line. Wind conditions shall determine the take off and approach direction to be used by all pilots. Preferred pattern is right to left in calm wind.
6. Each pilot shall announce to others on the flight line his or her intention to land.
7. Aircraft stalled on the runway should be retrieved as quickly as possible. Intention to walk across the runway for aircraft retrieval shall be announced to others on the flight line prior to runway entry.
8. **Starting engines on the runway or in the access lanes to the runway is prohibited except for aircraft equipped with an onboard starter.**

9. All hand launched airplanes flown from the five primary flight positions will use the most up wind field position available.
10. If other airplanes are airborne, all aerobatics and high speed passes must be performed above and to the north of the "traffic pattern airspace".
11. Simultaneous operation of powered aircraft and sailplanes demands extra consideration and vigilance on the part of all pilots. To achieve the most compatible mixed operations, it is recommended that when there are more than three powered aircraft that:
  - a. Sailplane launches and flight operations shall be conducted from the powered aircraft flight line at the western boundary of the runway.
  - b. Sailplane landing approach pattern shall be compatible with that for powered aircraft and with landing targeted for the western end of the runway.
  - c. Powered aircraft maintain reasonable flight path separation from sailplane operations.
12. Operation of helicopters demands extra consideration and vigilance of all pilots on the flight line. To minimize conflicts it is recommended that the helicopter flight operations be conducted from the helicopter flight circles.
13. One (1) flyer and one (1) spotter (S/SO) per position are **NORMALLY** allowed on flight line.

### **NOISE CONTROL**

1. All reciprocating and eccentric (Wankel, etc) gasoline and glow fuel aircraft engines with a displacement greater than .051 cubic inch must be equipped with an effective muffler.
2. Engines should be ready to run when brought to the field. The field shall not be used for engine break-in or prolonged runs for initial set-up.
3. Noise levels shall not exceed an average of 95 dba measured nine (9) feet from aircraft. To measure sound level, the aircraft engine shall be above the centered PVC cap buried in the ground at the engine sound measurement site and the sound meter reading shall be recorded at each of the other 4 PVC caps with the aircraft nose pointed at the north cap.

### **SPECTATOR CONTROL**

All pilots are responsible for:

1. Assuring that spectators remain behind the pit area.
2. Posting and roping off an area behind the pit area when necessary to define the spectator area.