

SAC Safety & Flying Field Etiquette

SAFE FLYING IS NO ACCIDENT Protect your right to fly!

Everyone is hurt when a careless action causes an accident. SAC's Officers sincerely believe our members will react favorably and will comply with Safety Rules if given factual information. SAC Safety & Flying Field Etiquette will be published in the Dope Can on a regular basis, reviewed at least once a year at club meetings and new members will receive a copy along with their membership card. A copy of this document will also be kept in the pin box for reference.

Follow the Rules for safe flying.

Follow these Rules and you will save your hobby, save your airplane and maybe save someone from serious injury.

In situations where specific guidance is not provided, sound judgment must prevail.

SAFETY & FIELD USE RULES

THE SAFETY OFFICER OR ANY CLUB MEMBER SHALL HAVE THE AUTHORITY TO ENFORCE SAC SAFETY RULES. IN MOST CASES, A SIMPLE REMINDER OF THE RULES WILL REMEDY A SITUATION. HOWEVER, IF A FLYER DELIBERATELY REFUSES TO COMPLY WITH A SPECIFIC RULE, THE SAFETY OFFICER OR A CLUB MEMBER MAY REPORT THE FACTS TO THE CLUB PRESIDENT. THE INCIDENT SHALL THEN BECOME CLUB BUSINESS FOR DISCUSSION AT A BOARD MEETING AND APPROPRIATE ACTION, IF ANY, WOULD BE DETERMINED.

EMERGENCY INFORMATION:

Both sides of the pin box should be opened for access to frequency pins, 1st aid materials and fire extinguishers.

Ambulance service can be obtained by dialing 911 and requesting help at "The Flying Field Located on Flossmor Road and Central Avenue".

Local hospitals:

South Suburban Hospital
17800 Kedzie Av
Hazel Crest
708-799-8000

St James Hospital
20201 Crawford Av
Olympia Fields
708-747-4000

Emergency information signs are posted .

Incident report forms are kept in the box. Reporting injuries and near misses allows us to investigate and determine what can be done to prevent re-occurrences.

REMEMBER, field safety is a 24/7 job. If we follow the safety rules and practice common sense we all have fun and a more enjoyable experience.

- **FLY SAFELY; INSIST YOUR FELLOW PILOTS DO THE SAME**
The official AMA Safety Code and all Safety Rules contained in the AMA official Model Aircraft Regulations shall be applicable to all flying at the field.
- While on the field, all flyers must have in their possession their current AMA License, Club Membership Card, and FCC License (if required). Student pilots must be accompanied by a licensed pilot until they have obtained their AMA license.
- Any club member may sponsor a guest flyer(s). Open events involving fliers sponsored by the Club, and guest fliers must have in their possession their current AMA and FCC License (if required) and must comply with all Safety & Field Use Rules.
- Spectators are only allowed in the pit area or on the flying field when escorted by a Club Member. Children shall be allowed in the pit area only if closely supervised. Children shall not be allowed on or near the

runway at anytime, unless they are trained and qualified fliers. Do not allow children to wander unescorted at anytime.

- Animals must be restrained.
- No flying of any sort shall be performed from, into or over the hazard area. The hazard area includes the pit, heliport, spectator, and parking areas. **Deliberate flight over the pit, spectator, or parking area is prohibited.**
- The proper flying position is behind the high grass (south side). **Do not stand in the taxi ways!**
- For an additional margin of safety, east/west take offs, landings and flying should be done 25 feet north of the high grass barrier.
- Pattern flying – Most pilots don't want any restrictions. The only pattern requested is to take off and land into the wind. Once above 50 feet you're on your own. On busy days it is advisable to fly with a Spotter.
- A supervised transmitter impound shall be employed during contest activity or other activity when so designated by the Contest Director.
- Glider/sailplane launching devices may be utilized only in full cooperation and full cognizance of all flyers at the field.
- During periods of field maintenance, every consideration for safety must be given. All flying must be terminated and equipment must be relocated away from areas being worked on. Grass cutting shall have priority.
- Do not litter the field. Pick up ALL crash debris and place in provided barrels.
- Cutting down forest preserve trees to retrieve aircraft is strictly forbidden.

PIN BOX:

- Under no condition shall a transmitter be turned on before you have taken the frequency pin and replaced it with your membership or AMA card.
- Place the clip on your transmitter. Your transmitter should also display its frequency flag.
- When you are finished for the day return the pin and retrieve your card.
- When frequency sharing is necessary, flyers exchange the pin and cards are exchanged in the pin box.

FLYING (GLO / GAS / Electric models):

- All airplanes should be physically restrained when the engine is running while the airplane is in the pit area before taxiing to the runway. Taxiing onto the runway is allowed forward from the pit area. When retrieving an airplane from the runway, the engine shall be stopped in the taxiway or before returning to the pit area.
- Do not stand in line with a spinning propeller.
- Prolonged ground running of engines, e.g., break-in, will be conducted away from the pit area.
- Engines started and/or operated in the pit area must be positioned to prevent exhaust, oil, dust and dirt from being blown on spectators, other models, or equipment.
- All runway activities including takeoff, landing, touch-and-goes and model retrieval shall be clearly and loudly announced to the other pilots on the pilot's line. (i.e. "on runway", "runway clear", etc.)
- When an approaching model appears to be potentially hazardous to flyers or spectators, any observer(s) will loudly and clearly warn others of the danger.
- The flyer of a "dead stick" model shall loudly and clearly warn other persons of the situation.
- When a model experiences trouble, the pilot, or his/her helper, shall loudly and clearly warn other flyers of the situation. **Landing priority shall be given immediately to the flyer/model experiencing the difficulty.**
- All gasoline powered aircraft should have a properly rated fire extinguisher in the pit area. A fire extinguisher can be found in the south portion of the pin box stand.
- Airplanes should not be flown over the helipad

Helicopters:

- Helicopters practicing hovering and low speed maneuvers should use the HELIPAD at the east end of the pit area.
- To prevent mid-air collisions good judgment should be used when hovering over the runway when regular aircraft are airborne.

Rockets:

- **NAR** Model Rocket Safety Code should be followed.
- The launch site must be in a cleared area free of brown grass, dry weeds, or other easy-to-burn materials.
- All persons in the launch area must be aware of the pending rocket launch and able to see the launch before beginning the audible countdown.
- All launches must be conducted in a manner that insures the safety of people or property.