

WASHINGTON R/ C FLYERS , LLC .
RULES AND REGULATIONS
Updated with Approved changes 5/30/2025

It shall be the responsibility of each member of Washington R/ C Flyers Inc. to be advised of the rules and regulations of the clubs flying site. It is also the responsibility of each member to remind any member, and/or nonmember guest of any infraction of these rules and regulations and to report any consistent infractions to the club officers. These rules and regulations were formulated through many years of experience and adopted by the club members of Washington R/C Flyers LLC. to promote safety and good flying habits. A consistent set of rules and regulations are necessary to maintain "traffic control" in order that all model pilots and spectators can enjoy our hobby to its fullest extent in as safe a fashion as possible.

GENERAL RULES AND REGULATIONS

1. All AMA rules and regulations shall be adhered to strictly.
2. No turbine engines, rockets, firearms, fireworks are allowed at the WRCF field.
3. Field hours of operation are 8am to 1 hour after sunset – 7 days a week. Only properly lighted aircraft allowing the pilot to maintain good visual contact and orientation of the aircraft may be flown after sunset.
4. No internal combustion engine running or flying before 9am and 1 hour after sunset. These hours ensure compliance with the 2025 lease and City of Washington ordinances.
5. All spectators must stay behind the safety fence unless accompanied by a pilot.
6. There will be no running or horseplay in the pit area. Members are responsible for their guests, and children.
7. All radios must comply with the current frequency requirements of AMA sanctioned events.
8. A Frequency control board is provided inside the shed door. Pilots using 2.4GHz do not need a frequency pin to fly. Pilots still on 72 MHz should check the frequency board and place a pin on the frequency they intend to use, as well as identify other 72 MHz pilots flying. It is up to them to monitor the frequency usage.
9. Chairs may be used for pilots needing them to fly comfortably. Chairs must be placed within a pilot station and removed when flying for the day is complete. Pilots confined to wheelchairs due to permanent or temporary physical handicaps must also occupy a flight station and have a helper at his/her side to assist in all matters, including safety.
10. Mufflers are required on all engines above 0.051 cubic inch displacement.
11. Should any complaints arise from a non-member, get their name and address, and assure them that their concern will be relayed to the club officers who will address their complaint and reply to them in a timely and appropriate manner.

FLYING RULES AND REGULATIONS

The flying area is defined as east of the safety line and between the North entrance road and the railroad tracks at the south end of the field. Avoid flight near or over the trees at north end of the field. The safety line is the west edge of the fabric runway. Five protected pilot stations are located 25 feet west of the safety line per AMA guidelines and must be used when more than one pilot is flying. Pilots must stand inside the protected area at the pilot station.

1. Exception: If only one pilot is flying, he may stand anywhere between the pilot station and the safety line and still comply with AMA rules.
2. All pitting activities must take place within the pit area with aircraft oriented to the east (away from spectators).
3. All engines shall be started in the pit area or in the Engine Test Area. A large plane restraint is located near the most southern pilot station to assist starting.
4. All planes shall be restrained or have a safety restraint in place when the engine is being started and prepared for flight. Either mechanical restraints or a helper are appropriate.
5. Taxiing is not allowed in the pit area. Engines are to be started in the Pit Area and aircraft will be carried or wheeled to and from the area between the pilot stations and the safety line.
6. The Engine Test Area must be used for tuning, testing and break-in of engines that exceeds a couple of minutes running time. It is located along the tree line between the mower shed and the outhouse.
7. All take-off, flying, and landing will be executed using the pattern agreed upon by the pilots currently flying.
8. The first turn after take-off must be made away from the Safety Line.
9. Pilots taking-off must yield to landing models (i.e. landing aircraft have the right-of-way). To ensure right-of-way of dead stick landings, "Dead Stick" shall be announced in a loud and clear voice.
10. No take-off or landing is allowed while anyone is on the runway. Any individual wishing to walk onto the runway must obtain permission of all airborne pilots prior to entering the flight area.
11. No flying in the immediate direction of pilots or the pit area is allowed.
12. No more than five aircraft are permitted in the air at any one time. An exception to this can be allowed during special events. I.E. Open house or Demonstrations
13. Pilots of new or repaired aircraft may request clear air for flight-testing. At that time, no other pilot may operate his equipment until the pilot requesting clear air has had the opportunity to flight test his craft. Pilots with planes in the air may complete their flight.
14. When in doubt, use good common sense. Special consideration shall be given to emergency situations.

RECOMMENDED PRACTICES

1. Move behind the aircraft after starting the engine.
2. Limit engine running in the pits to starting and small carburetor adjustments. More involved tuning should be done in the provided Engine Tuning Area.
3. Don't practice multiple consecutive flights; other pilots may be waiting to use the frequency. Be considerate.
4. Helicopters practicing stationary hovering should do so in the designated hovering practice area.
5. Flight line communication is highly encouraged. Please announce flight operations of which other pilots should be aware.

ENFORCEMENT OF RULES AND REGULATIONS

Safety at the flying field, through adherence to our safety rules and regulations, is the responsibility of all club members. The responsibility is not limited just to following the safety practices, but includes helping others understand when their actions are not in accord with the club safety norms. The following steps are defined to ensure that all members understand their roles and responsibilities within the enforcement procedures:

Step 1 - Safety Knowledge: The Safety Officer and Club Officers will provide each new member with a copy of the club safety rules and regulations. An additional copy of the rules and regulations shall be prominently posted at the bulletin board and on the club web site. It is the responsibility of all members to read, understand and adhere to the club safety rules and regulations.

Step 2 - Guidance: All club members are responsible for maintaining a high level of safety at the flying field. That includes a responsibility for making visitors and fellow club members aware of the correct safe operating procedures when a deviation is noticed. It is the responsibility of all club members to both give and receive safety guidance in a professional manner.

Step 3 - Verbal Warning: When a club member feels that a fellow member is disregarding guidance and continuing to operate in an unsafe manner, they have a responsibility to make the Safety Officer or a Club Officer aware of their concerns. The Safety or Club Officer will then investigate the stated concerns. If the concerns are deemed to be accurate, then the safety officer is responsible for providing the member with a verbal warning.

Step 4 - Written Warning: If a further infraction occurs, the verbal warning will be followed with a written warning in the form of a document from the safety officer to the individual who continues to commit the safety infractions. This document will be written with the consensus of the safety and club officers and will provide the club member with the steps to be taken if further infractions occur. Those steps, depending upon the severity of the infraction, could include either a grounding period or a termination of membership.

Step 5 - Grounding: If a further infraction occurs, the written warning will be followed with a letter communicating that the actions outlined in the "written warning" are being enforced.

Step 6 - Club Expulsion: In the event that the safety and club officers determine the infraction is severe enough, or that the general safety of fellow club members and or flying site visitors is repeatedly being disregarded, the Club Officers reserve the right to terminate the membership and flying privileges of the responsible individual. The decision of the officers will be in a written form delivered either in the mail or in person. Expulsion must be brought before the membership for a Vote. Vote is by simple majority of members attending the meeting and by secret ballot.

Proposed changes by board 4-30-2025

Voted on at May 2025 meeting – proposed changes were approved.

GENERAL RULES AND REGULATIONS

Items 3 and 4 changed to align with 2025 lease and City of Washington ordinances.

No other changes were made.