

WMA Field Safety Rules

Radio Control Aircraft and Helicopter Operation

1. No taxiing, taking off, or landing in the set-up area.
2. No engine starting or taxiing in the set-up area.
3. All flying will be done from the flier's box.
4. All takeoffs and landings will be made from the runway heading established by the prevailing wind or runway indicator.
5. Low passes, (high or low speed) over the runway will be made on the established runway heading. The only exception will be when there is only one person flying.
6. If there are more airplanes than spaces at the starting block, airplanes and field boxes will be kept in the set-up area until there is a free space at the starting block.
7. Transmitters must be impounded upon arrival at the flying site. Transmitters will not be removed from the impound while the frequency is in use. Transmitters will not be left at the starting block between flights.
8. All transmitters will display the frequency number attached to the antenna, and the correct pin from the impound while in use. If there are many flyers on the same frequency, a priority system will be established by agreement. Consecutive flights will not be made while anyone is waiting for that frequency pin. It is good courtesy to allow the new arrival who is on your frequency a flight before continuing to make a 2nd or 3rd flight on that same frequency.
9. Aircraft showing evidence of faulty radio equipment or any other unairworthy condition may be grounded by the Safety Officer or the Field Site Chairman.
10. Mufflers are required on all engines which exceed the 90 db noise level.
11. Spinners or AMA safety prop nuts are required on all engines.
12. Vehicles must be properly parked in the designated parking area.
13. Members bringing guests, children, or pets are solely responsible for their conduct.
14. Authorized guests may fly only upon showing proof of current AMA membership.

Control Line Aircraft Operations

1. Control Line flying will be conducted on the North end of the field in the marked location. No control line aircraft will be operated on the South end of the field nearest the entrance road.
2. The complete control system (including the safety thong where applicable) must have an inspection and pull test prior to flying.
3. The pull test will be in accordance with the current Competition Regulations for the applicable model aircraft category.
4. The flying area must be clear of all nonessential participants and spectators before the engine is started.

IT IS THE RESPONSIBILITY OF EACH CLUB MEMBER TO RECONGNIZE ANY UNSAFE ACTS AND BRING THEM TO THE ATTENTION OF THE OFFENDER AND/OR THE CLUB OFFICERS. ELECTED OFFICERS ARE EMPOWERED WITH JOINT AUTHORITY TO TAKE ACTION DEEMED NECESSARY AGAINST SUCH OFFENDERS.