

RULES OF OPERATION

Before turning on your transmitter you must have in your possession the frequency card for the frequency you are using. Only one frequency card in your possession at any time. **YOU ARE RESPONSIBLE FOR ANY DAMAGE CAUSED BY FAILURE TO OBSERVE THE FREQUENCY CONTROL PROCEDURES.**

A current club membership card or current AMA membership card must be in the slot for the frequency that you are using. Guests are welcome but must be current AMA members to fly at FBRC.

Children must be properly supervised to avoid injury, damage to airplanes or equipment and protection from moving vehicles. Children are not allowed on the flight line unless actually flying or receiving instruction.

Planes must be in good mechanical condition and all control surfaces checked for proper operation prior to flight. A range check is **MANDATORY** prior to maiden flight

On weekends, each pilot must have a spotter. The duty of the spotter is to make the pilot aware of all flying/ground activity that may have an effect on the pilot, and to relay the pilot's intentions to the other pilots/spotters.

All intentions must be called out in advance and acknowledged by the other pilots/spotters.

Deadstick aircraft have landing priority over all others. Landing aircraft have priority over aircraft taking off.

Normal sport, fun-fly type flying must observe the traffic pattern currently in use. The traffic pattern is dictated by the prevailing wind direction. The wind direction also will dictate which runway will be used.

3D, high-alpha type flying will only be done over the grassy area directly opposite of the pilot stations of the runway being used. If only this style of flying is taking place, the 3D pilots may cross over to the other side of the runway. All pilots must return to the pilot stations when a landing is called out.

Ground starting aircraft must be properly restrained and all slack taken up before starting. You must prevent your propwash/jet exhaust from affecting other people/planes/property

Helicopter pilots may fly their aircraft at the west end of the east/west runway or the south end of the north south runway, depending on which runway is in use by the fixed wing aircraft.

A heli pilot wanting to use the primary runway must announce his intention by placing his heli on the table behind the pilot stations. Fixed wing pilots will stand down until the heli pilot made his flight.