

EBRC Field Rules and Regulations Effective 7/21/ 2013

EBRC Field Rules

EBRC is an Electric Only club.

1. **Safety.**
 - a. All operations shall be conducted in accordance with the current Official AMA National Model Aircraft Safety Code and with personnel safety as the first priority.
 - b. Per AMA code, all aircraft shall be operated in a safe manner and consistent with the skill level of the pilot and structural limits of the aircraft.
2. **EBRC Field usage.** The field is for the use of current EBRC members and member escorted, authorized AMA guests only. Proof of membership is required. Unauthorized users of EBRC Field will be considered trespassers.
3. **EBRC Field** is defined as all areas accessed by the EBRC keyed gate.
4. **Flight boundaries**
 - To the West - the "No Fly" sign.
 - To the North - 1000' North of the North edge of the runway.
 - To the East -1300' East of the East edge of the runway.
 - To the South - the North edge of the runway except during take off or landing, when it is the South edge of the runway.

The runway is defined as the matted area 25 feet north of the pilot station fence. The runway and airspace over the runway is restricted to take off and landing operations only. No high speed passes over the runway.
5. **Flight operations (all aircraft).**
 - a. For the purposes of this document, all rotor type aircraft are considered to be helis. Tri copter, quad, hex, etc.
 - b. All flight operations are to take place north of the runway. The only exception to this is heli hovering practice which is to occur only from the heli pads east of the pit area. A future element is item 6d.
 - c. Flight operations may commence at 8am for fixed wing aircraft. Flight operations may start at noon for helis or earlier with agreement of other active pilots at the field at that time.
6. **Helicopter flight operations.**
 - a. The helicopter pads to the east of the pits are for hovering practice only. No heli flights are allowed to originate or terminate at the heli pads into or out of the flight area north of the runway.
 - b. Heli hovering from the heli pads are to be no higher than the tall fence adjacent to that area.
 - c. Heli flight operations may commence at noon. Heli hovering operations may commence at 8am.
 - d. A future expansion is planned that will open the area east of the heli area. Once this is completed, heli flight operations may occur to the east of the heli area, but not north of the

main runway (if the main runway were extended to the east). The intent of this item is to provide airspace separation between helis and fixed wing for concurrent operation resulting in more pilot flight time for all participants.

7. **Plane and Heli operations.**

- a. Only one aircraft type is allowed in the air at any one time north of the main runway. No mixing of aircraft types in the flight area at the same time. That is, if fixed wing are flying, no heli may take off. If heli are flying, no fixed wing may take off.
- b. A future expansion is item 6d. above, which allows for simultaneous operation in separate airspaces.

8. **Transmitter impound.**

- a. For 72Mhz radios, the transmitters are to be placed in the impound area upon arrival at the field and remain there until departure from the field. Frequency pin is required to remove these transmitters and to turn on transmitters. Frequency pin possession limit is 15 minutes. A marker shall be place in the freq pin box with pilot's name and small version of AMA and EBRC membership cards.
- b. For 2.4 radios, impound is not required. Since 2.4 power up sequence searches for an open channel, 2.4 radios may be operated in the pits.

9. **ESC arming and Motor operation.** ESCs may not be armed in the pit area, motors are not to be operated in the pit area. ESCs may only be armed and motors run while in the pilot station or in flight operations north of the runway. ESCs and motors may be operated in the heli area for hovering or item 6c.

10. **Take-offs** shall originate from the runway. On takeoff, rotation shall not be attempted until directional control is established. When in doubt, abort the takeoff.

11. **Airspace control and coordination.** The pilots ARE the control tower collectively. Each pilot must announce all intentions **before** initiating taxi out, landing / touch and go, dead stick or other emergency, or a pilot entering the runway area for any reason. As a courtesy to fellow pilots, time on runway of aircraft or pilots should be minimized. Stay aware of other aircraft while clearing the runway. Dead Stick or Emergency landings have priority.

12. All **hovering and/or 3D maneuvers** shall be done in an area so as not to disrupt the normal flight pattern of other aircraft. That is, over the grass north of the runway. An exception to this item is heli hovering in the heli pad area as noted above.

13. **Sound Level.** Aircraft noise but be under the decibel limit as outlined in the AMA Sound Addendum. The current limit is 100 db.

14. **Pit/Pilot box personell.** Only EBRC members and member escorted, authorized AMA guests are allowed in the Helicopter and Pit/Pilot areas. EBRC Members using these areas are responsible for the safety of all persons in the subject area. All non-essential persons are to remain outside the fenced flight areas.

15. **Pets** must be restrained and cleaned up after at all times.
16. No **Smoking** on the matted areas of EBRC Field.
17. Illegal drugs and beverages containing alcohol are prohibited at the field.
18. The EBRC member host is responsible for all violations of his/her guest(s).
19. No more than 5 aircraft flying at one time during general flying.
20. **Emergency vehicles/heli(full scale)**. Cease all flight operations immediately upon awareness of emergency helicopters in our immediate vicinity. Flight operations are prohibited until all emergency aircraft have left the area or are stationary on the ground.
21. All EBRC members are required to abide by and administer all rules.

EBRC Field Conduct and Common Courtesy

1. Wear club identification while at the field.
2. Spotters are recommended during all flight operations.
3. Quickie type aircraft or other full power hand launches should be made from the upwind-most available pit and launched into the current wind or directly away from the flight line. This will impact the fewest number of pilots during normal launching and recovery.
4. Flying alone is not recommended.
5. Keep pets, children and guests supervised at all times.
6. Inform aircraft operator of possible safety issues or violations in a courteous manner.
7. Clean up after yourself. Take all trash with you when you leave the field.
8. EBRC Guest privileges are limited to two member-escorted flight visits per calendar year.
9. The last member leaving the field is responsible for securing the area including but not limited to - the Transpor-tainer, Frequency Pin board and gate lock(s).

EBRC REGULATIONS

As much as we would like to not have any rules governing our operations at the EBRC Flying Field, in order to maintain safety, continuance of our AMA insurance, and to promote fairness among the membership, we not only need to have a firm set of rules but also a method to enforce

those rules. An effective and fair set of rules for operations is only as good as the enforcement of these rules and the manner in which corrective actions are taken. The club members must come to some sort of understanding of how the rules will be enforced, who will monitor operations and report rule violations, and what penalties may be involved for repeat offenders

1. How the rules will be enforced and who will monitor our safety performance :
 - a. The rules will be enforced fairly and equally, regardless of past transgressions and perceptions.
 - b. Each club member is expected to have an understanding of the rules and to remain within the rules during all operations at the EBRC field.
 - c. The EBRC members are considered to be 'Designated Safety Monitors' (DSM) and to act as official impartial rule enforcers and providers of safety information.
 - d. The intent of the DSM is to provide courteous and positive reinforcement of the rules in order to promote safety and guidance as to what to watch for at the field.
 - e. The DSMs will be allowed some latitude in enforcing the rules, as everyone may violate the rules accidentally at one time or other.
 - f. If the offender is violating the rules accidentally due to the skill level at which the member is flying, then the Safety Officer or DSMs will assist the member in improving his skills to permit the member to fly in a safe manner by raising his skill level.
 - g. Club members should be their own 'Safety Officers' while they are at the field. If they see something that, in their opinion violates the intent of the rules, inform the person in a friendly manner that their flying may be compromising the field safety.
 - h. You should also speak to or document to an EBRC Designated Safety Monitor about the incident if you feel that it was severe enough to warrant further scrutiny. If there is a rule infraction that a member feels strongly enough about to write to the Safety Committee, (Safety Officer and the DSMs) then the writing needs to note as many particulars as possible: witnesses, whom, specific directions, wind conditions, relative positions.

2. What penalties will be levied for repeat rule violators?

- a. Penalties are -

First willful violation - revocation of flight privileges for the day. In addition, a written warning will be provided to the violator which restates the rationale for the warning, The violator may appeal in writing any decision by the DSMs and Safety Officer for further consideration

Second willful violation - revocation of flight privileges for two weeks. gain a written warning will be provided to the violator prior to banning the member from flying for the two-week period. This letter will restate the rationale for this second warning, The violator may appeal in writing any decision by the DSMs and Safety Officer for further consideration.

Third willful violation - revocation of all flight privileges. A repeat violator will be asked to explain in writing just cause for not being terminated from the club. The violator may appeal in writing any decision by the DSMs and Safety Officer for further consideration.

3. Appeal Process:

- a. The Safety Officer reviews all violation material and discusses it with the member who has made the violation. If there is agreement, the appropriate penalty is applied.
- b. If there is disagreement the member in violation can appeal to the committee (or part) which hears both sides of the event, reviewing the facts and making a decision. Both sides can bring witnesses who are questioned by the committee as well. The committee decides which rule(s) were broken, documents its findings and notifies the members involved. If there is agreement, the appropriate penalty is applied
- c. The member in violation may file a written appeal to the board of directors and have the infraction reviewed again. It is necessary that the appealing party have a rather compelling argument to have the decision overturned.
- d. The appeal is done in writing and reviewed. This review can be done with or without the member(s) present, at the discretion of the member. Minor ones probably without but if a member is about to be terminated or is a constant violator then the member will need to be present.
- e. The board of directors makes its decision and documents its findings, notifies the violating member of its findings, and the penalty to be levied. If a member is to be terminated, it is carried out in accordance with the By-Laws.

Documentation is the key to this process as it sets precedence for follow-on violations as well as allows for reference in changing any rules.