



TULIP CITY AIR FORCE Club Rules

Communication between pilots is essential to the safe operation of model aircraft and will greatly improve the enjoyment of our hobby.

I. Definitions

1. **Pit area** is the area between the pilot's station and the parking lot.
2. **Flight Line** is between the pilot stations and the runway. The flight line extends indefinite along the runway.
3. **Flight Pattern** is an oval starting and ending on the runway.
4. **Armed** is when the primary battery is connected to the electronic speed control(ESC) and causes the ESC to initiate in an electric aircraft.
5. **Starting tables** are the portable tables on wheels with vertical arms used to restrain planes while starting. When in use these tables should be located in close proximity to the flight line.
6. **Work, pit, or assembly tables** are the stationary tables that located in close proximity to the parking area.
7. **Pilot Announcements** "taxing", "taking off", "landing", "dead stick landing", "clear", "on runway", "off runway".

II. General

1. Pilots will practice safe flying habits by following the TCAF Rules and AMA Safety Code.
2. Operating any aircraft while under the influence of alcohol or any drug that could adversely affect the safe control of the aircraft is prohibited.
3. AMA membership (Full or Park Pilot) and club membership is required. Guest privileges will be granted up to 3 times.
4. No flying fuel powered aircraft between 10:00pm and 7:00am per the Blendon Township Ordinance no.40.
5. All members have the obligation to ensure the TCAF Rules and AMA Safety Code are followed.
6. Each member is responsible for any litter on the field.

III. Equipment

1. If a pilot does not have a 2.4 GHz radio system it is the pilots responsibly to notify any other pilots what frequency radio system they are using.
2. All engines must have mufflers as supplied by the manufacturer or one that is equivalent.
3. All new, altered, or repaired aircraft should be inspected by the pilot and/or another competent pilot prior to the initial flight. Common items to look at are; control surfaces attached well, control surfaces all move in the correct direction, servo horns, linkages, battery and/or fuel tank straps, servo and ESC connections, propeller nut tight, spinner secure.

IV. Aircraft Operation

1. All electric aircraft shall be armed at a starting table or in close proximity to the flight line with the nose of the aircraft facing the flight line.
2. All fuel powered aircraft shall be tethered, on a starting table, or held by another person when starting engines. This operation should happen at or in close proximity to the flight line with the nose of the aircraft facing the flight line.
3. Any extended running of an engine other than starting for flight shall be done away from the flight line keeping the noise and exhaust away from any other pilots and guests.
4. Special circumstances; club events may have rule adaptations determined by the event director and in conjunction with the Safety Officer.

V. Flying

1. The flight pattern direction is determined by the majority of pilots present.
2. Pilots will stand behind a flight station during their entire flight.
3. While at the flight line pilots shall announce their intentions per the pilot announcement definition.
4. The number of pilots flying at one time is at the discretion of the pilots present.
5. No flying over or behind the flight line. The only exception to this would be electric or un-powered gliders as long as they do not fly over the pits or spectator areas.
6. Pilots shall not taxi any aircraft in the pit area.
7. The east/west runway is the primary runway and the north/south runway is the secondary runway. No aircraft flying on the secondary runway shall cross the primary runway when it is in use. When the primary runway is not in use the flight pattern on the secondary runway can extended across the primary runway.