1. **Introduction:**
   1. The objective of these Rules is to permit members and their guests to enjoy use of the Club field with a maximum amount of safety and security.
   2. Nothing in these Rules should overrule common sense and courtesy.
   3. It is required that all aircraft be operated at all times in accordance with the current official Academy of Model Aeronautics (AMA) Safety Code.
   4. Any violations of these Field Rules may result in the loss of flying privileges pursuant to the provisions of the Club By-Laws.
2. **New Members and Guests:**
   1. All pilots shall be current AMA members and operate their aircraft in strict compliance with current AMA Safety Codes.
   2. New members and guests with minimal flight experience must have their aircraft and radio safety checked and must pass the flight proficiency test (green-string) with a Club Instructor before being granted privileges to fly solo.
   3. New members and guests with minimal flight experience who have not passed the flight proficiency test must receive flight instruction from a Club Instructor or Apprentice Instructor. Only Club Instructors or Apprentice Instructors are permitted to give flight instruction. The use of a “buddy cord” or electronic connection between radios is highly recommended. If the student’s radio does not support a “buddy cord” or linkage of any kind, it is the instructor’s responsibility to explain the consequences of not using it.
   4. Experienced “Guest Pilots” will be permitted to fly on the field providing a sponsor club member of LCRCC is present. It will be the responsibility of the sponsor club member to safety check the aircraft and equipment and familiarize the guest with LCRCC Flying Field Rules. The guest may fly their own aircraft that has been checked by the member or a member’s aircraft. Guests are limited to five (5) field visits per year not including special events or contests. Sponsor club members are permitted to bring one guest pilot per day to the flying field. Visiting pilots must be an AMA member to fly.
3. **Radio Equipment:**
   1. Must comply with all FCC regulations.
   2. Must be AMA approved “2.4 GHz spread spectrum” or "narrow band" equipment with a frequency spacing of 20 MHz or less.
   3. Narrow band radios must display frequency channel number on the antenna.
   4. Narrow band radios may not be turned on at the field unless a current AMA Membership Card is inserted in the pin board and the frequency pin is attached to the transmitter.
   5. Narrow band radios s should be range checked before first flight of the day.
4. **Field Regulations:**
   1. Flying is permitted from 8:00 am until dusk every day of the week except on Sunday mornings when only silent flight aircraft are permitted between 8am and noon. Silent flight aircraft are defined as sailplanes or electric powered aircraft.
   2. All vehicles shall park in the designated parking area and not be driven beyond the shed into the pits.
   3. All members shall conduct themselves in a manner to maintain good relationships with adjoining property owners.
   4. Alcoholic beverages are prohibited at the flying field.
   5. Members shall be responsible for the conduct of their guests and their compliance with the Flying Field Rules.
   6. Only pilots are permitted in the pits. All others shall stay behind the spectator fence.
   7. No pets will be allowed at the field.
   8. Children shall be supervised and kept behind the pits and flight line.
   9. No run in of engines shall be done in the pits or on the flight line.
   10. All engines shall be equipped with an effective muffler system.
   11. Propeller wash should not blow on to other people or their equipment.
   12. Any Club Officer, Instructor, or Safety Official may ground any aircraft which they deem unsafe to fly.
   13. All flying shall be from the designated flight stations. Takeoffs and landings shall be announced to other pilots. The runway shall be kept as clear as possible at all times.
   14. Flying shall be restricted to the following areas as shown on the Field Map;
       1. The primary flying zone is to the north of the east to west runway.
       2. The alternate runway runs on a diagonal from north-northwest to south-southeast to the east side of the pits. The alternate runway shall be used only if no other pilot is already using the hover patch.
       3. The hover patch is located to the east of the pits. The hover patch shall only be used if no other pilot is using the alternate runway. Intent to use the hover patch shall be clearly stated to all pilots present. The flight envelope should be restricted to the boundary of the hover patch.
       4. No aircraft shall be permitted behind the main flight line from the east end of the pits west end of the access drive. Furthermore, flying over the buildings to the northeast, due west and to the northwest of the field is strictly prohibited.
   15. No low altitude, high speed passes are permitted closer than 75 feet to the flight line.
   16. When using a narrow band radio and other flyers are waiting to fly on the same frequency, no one shall occupy the frequency for more than twenty minutes.
   17. All litter, trash, cigarette butts, airplane parts, paper towels etc. shall be removed and disposed of properly.
   18. Starting a glow or gas engine in the picnic area is not permitted at any time.
   19. Do not taxi planes back into the pits. Engines should be shut down on the flight line and returned to the pits manually.
   20. Take offs from the pit area is not permitted, irrespective of the size of the plane or helicopter.
   21. No hovering is to be done in the pit area.
   22. In the event of a midair collision or an event caused by use of the same narrow band frequency by two pilots, the parties involved will determine a settlement. Neither the club, nor it’s officers shall be party to the settlement or negotiations resulting from such events.
5. **Flight Proficiency Test (Green string):**
   1. For this flight proficiency test the pilot must safely perform, with no loss of control the maneuvers described on the **“LCRCC ‘Green String’ Flight Proficiency Test”** un-coached and unassisted. For fixed wing aircraft no stabilization system (gyro(s)) may be used during the test.
   2. Pass/fail is at the instructor(s’) discretion. A crash landing, going beyond the runway into weeds, etc. will result in an automatic failure. Elements of the test may be repeated at the instructor(s’) discretion (e.g., landing). Re-try will be at instructor(s’) discretion. If possible, two (2) instructors should be present for ‘green stringing’ a pilot.
   3. Upon successful completion of the flight proficiency test a new member shall be issued access to the field.

**LCRCC ‘Green String’ Flight Proficiency Test (5-Oct-23)**

1. **Pre-flight.**
   1. Describe pit layout, runway layout and ‘no-fly’ zones.
   2. Describe the effect on the plane of each of the 4 primary functions.
   3. Show the instructor the location of the First Aid kit.
   4. Assemble the plane.
   5. Perform safety check (damage, airframe integrity)
   6. Ensure the throttle stick is down and throttle cut engaged (if applicable).
   7. Turn on transmitter, then plane.
   8. Verify that all surfaces are operational and oriented properly.
   9. Perform a range check.
   10. Review the wind strength and direction.
2. **Prepare plane for take-off.**
   1. Carry plane to flight line, take position for flight.
   2. Ask permission (Is it OK to take-off?) to take-off from pilots with airborne planes.
3. **Taxi to runway position.**
   1. Check wind speed and direction.
   2. Perform check of the control surfaces.
   3. Announce “Taking off”.
4. **Take off - Need to perform 3 take-offs.**
   1. Perform steady, straight-ahead ascent.
   2. At a safe height turn away from the runway.
5. **Rectangular circuits.**
   1. Perform both left and right rectangular circuits, maintaining constant altitude.
   2. Turns should be distinct and less than 45degrees angle of bank.
6. **Horizontal figure 8s.**
   1. Perform both left and right horizontal figure 8, maintaining constant altitude.
7. **Missed approach.**
   1. Announce to other pilots your intention to land by calling “Landing”.
   2. Enter downwind pattern, make distinct turns onto base and final approach.
   3. Bring plane down to head height before announcing, “going around”.
   4. Follow runway heading whilst steadily gaining altitude.
   5. At a safe height turn away from the runway.
8. **Landing – need to perform 3 landings.**
   1. Announce to other pilots your intention to land by calling “Landing”.
   2. Enter downwind pattern, make distinct turns onto base and final approach.
   3. Landing within the confines of the runway.
   4. Taxi to flight line and cut the throttle.
9. **Remove plane.**
   1. Announce your intent to proceed beyond the flight line to collect your plane by calling, “On the runway”.
   2. Pick up your plane, once behind the flight line, announce, “Clear”.
   3. Carry plane back to pits.
10. **Post-flight.**
    1. Turn plane off, remove flight battery.
    2. Turn off TX.
    3. Check the plane for damaged or loose parts.

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| **Green String Test Checklist** | | **Pass** |
| **Pre-flight** | 1. Describe pit layout, runway layout and ‘no-fly’ zones. |  |
| 2. Describe the effect on the plane of each of the 4 primary functions. |  |
| 3. Show the instructor the location of the First Aid kit. |  |
| 4. Assemble the plane. |  |
| 5. Perform safety check (damage, airframe integrity) |  |
| 6. Ensure the throttle stick is down and throttle cut engaged (if applicable). |  |
| 7. Turn on transmitter, then plane. |  |
| 8. Verify that all surfaces are operational and oriented properly. |  |
| 9. Perform a range check. |  |
| 10. Review the wind strength and direction. |  |
| **Prep** | 1. Carry plane to flight line, take position for flight. |  |
| 2. Ask permission (Is it OK to take-off?) to take-off from pilots with airborne planes. |  |
| **Taxi** | 1. Check wind speed and direction. |  |
| 2. Perform check of the control surfaces. |  |
| 3. Announce “Taking off”. |  |
| **Take-off** | 1. Perform steady, straight-ahead ascent. |  |
| 2. At a safe height turn away from the runway. |  |
| **Circuit** | 1. Perform both left and right rectangular circuits, maintaining constant altitude. |  |
| 2. Turns should be distinct and less than 45degrees angle of bank. |  |
| **Fig. 8** | 1. Perform both left and right horizontal figure 8, maintaining constant altitude. |  |
| **Missed Approach** | 1. Announce to other pilots your intention to land by calling “Landing”. |  |
| 2. Enter downwind pattern, make distinct turns onto base and final approach. |  |
| 3. Bring plane down to head height before announcing, “going around”. |  |
| 4. Follow runway heading whilst steadily gaining altitude. |  |
| 5. At a safe height turn away from the runway. |  |
| **Landing** | 1. Announce to other pilots your intention to land by calling “Landing”. |  |
| 2. Enter downwind pattern, make distinct turns onto base and final approach. |  |
| 3. Landing within the confines of the runway. |  |
| 4. Taxi to flight line and cut the throttle. |  |
| **Remove Plane** | 1. Announce your intent to proceed beyond the flight line to collect your plane by calling, “On the runway”. |  |
| 2. Pick up your plane, once behind the flight line, announce, “Clear”. |  |
| 3. Carry plane back to pits. |  |
| **Post-Flight** | 1. Turn plane off, remove flight battery (if applicable). |  |
| 2. Turn off TX. |  |
| 3. Check the plane for damaged or loose parts. |  |
| Name of Instructor | | Date |
|  | |  |
| Name of Student | | Date |
|  | |  |