

LAZY LOOPERS FLYING CLUB SAFETY STANDARDS AND PROCEDURES- DATE:
11/28/2004

A. GENERAL

1. All Lazy Loopers Flying Club members and their guests will agree to the following Safety Standards and Procedures while utilizing the "Million Dollar Field".
2. All Lazy Loopers Flying Club members agree to these Safety Standards and Procedures as a condition of Club membership.
3. All members of the Lazy Loopers must be current members of the Academy of Model Aeronautics (AMA).
4. All guests who participate in modeling activities must belong to the AMA or approved international organizations (e.g. Canadian Model Aeronautic Association).
5. All participants in model aviation activities at the \$1M Field will abide by the AMA National Model Aircraft Safety Code.

B. GUESTS

1. Any member may invite guests to fly at the \$1M Field.
2. The member shall be present at the field when the guest(s) flies.
3. The member shall acquaint the guest(s) with the field layout and the Club's SAFETY STANDARDS and PROCEDURES.
4. The host member is responsible for his/her guest following all Club rules and will be held accountable for all infractions.
5. All guests must read these SAFETY STANDARDS and PROCEDURES.
6. No individual may fly as a guest of any number of members more than three (3) times in a membership year.
7. Members are expected to be reasonable about the number of guests he/she invites. The B.O.D. retains the right to judge "reasonable" and may restrict any particular member it feels is not being "reasonable".

C. NEW MEMBERS & SPONSORS

1. All applicants for membership are required to have an established Club Member as a Sponsor.
2. The Sponsor's duty is to acquaint the new member with the Field layout and all Safety Standards, courtesies, and operating procedures of the Club and the Field.
3. If an applicant is new to the area and cannot find a Sponsor, that applicant should contact a Club Officer who will assist in finding a Sponsor.
4. All applicants with prior R/C flight experience shall first demonstrate to a Club Officer that they can safely take off, fly an oval pattern, & land an aircraft before flying solo at the field.
5. Applicants who with no experience or who demonstrate too little

- experience will be enrolled in the Club's, free, flight training program.
- a. Only those who have joined AMA and the Lazy Loopers will be eligible for enrollment in the Flight Training Program.
 - b. An applicant's dues will not be collected until he/she is assigned an instructor. New novice pilots with limited or no prior flying experience, shall not be accepted as a new member, until an instructor can be assigned to the new applicant.
 - c. Trainees are strictly prohibited from flying solo at the \$1M field until completion of the Flight Training Program. Violators will be suspended.
 - d. At times all capable instructors have a full contingent of students and a backlog of available instructors occurs.
6. Established Club members are allowed to sponsor a reasonable number of new members each year. Once more "reasonable" will be at the discretion of the B.O.D.
 7. Novice class members are not allowed to fly unless properly supervised by an instructor or sponsor. A novice who attempts to fly solo before being cleared by an instructor is operating outside of the Club safety rules and will be immediately suspended.

D. SAFETY

1. All Members are Responsible for Safety.
2. All Club members are responsible for flying safety while at the flying field. When a Club member witnesses a violation of these Standards and Procedures, he/she shall report it immediately to a Club Officer or Club Safety Officer.
3. Additional safety rules may be added at any time during the year by a vote of no less than three Club Officers. Models must conform to any safety criteria established by the AMA and Club Officers. All changes shall be reviewed and voted for ratification at the annual General Meeting.
4. Anyone flying in an unsafe manner shall be immediately reported to a Club Officer or Club Safety Officer who will review the issue without delay with the rest of the Club Officers. Although most complaints can be resolved informally, if a complaint is serious or cannot be resolved informally, the matter should be referred to the Safety Committee for its consideration by means of a Grievance Form to be filled out and turned into the Safety Committee Chairman. At least one witness is required to sign the Grievance Form.
5. If a Club Officer or Club Safety Officer is not present at the time of the infraction, anyone flying in an unsafe manner can be "requested to land"

by any Club member present. If such an event occurs, the pilot shall, without question immediately land the aircraft. The Club member requesting the pilot to land shall wait for the aircraft to be safely landed, returned to the pits area, engine off, radio returned to the impound rack, before initiating a discussion. All members shall be mindful of the fact that there are "differences of opinion". A discussion may occur at the field AFTER the aircraft is safely on the ground. If a discussion cannot solve the issue, the pilot shall voluntarily suspend himself from flying until the issue can be reviewed by Club Officers. Instructors are expected to take control of a model if the novice is experiencing operating difficulties.

6. Flying Area

- a. All flying will be to the east of the hay bales.
- b. Pilots will control their aircraft from behind the hay bales.
- c. The flying area is defined and bounded by:
 - (1) The tree line to the north. Do not fly beyond this, it is private residential property.
 - (2) 150 yards beyond the tree line to the east.
 - (3) A reasonable distance to the south where the sewage treatment plant is located.
 - (4) West of the hay bale line is the pit area, the stream, woodland which is part of the Lind Farm conservation area, the parking lot and the private residences off North Street. There is absolutely no flying allowed west of the hay bale line, behind a line formed by the hay bales and the ORANGE MARKER on a tree at the North (left) end of the field.
 - (5) No flying at any speed or any altitude will be permitted or tolerated closer than the center of the field which is fifty (50) feet from a line formed by the hay bales and the ORANGE MARKER on a tree at the north (left) end of the field.
- d. All take-offs must be initiated from the center of the field, or at least twenty five (25) feet away from the hay bale line in a 180 degree arc away from the hay bale line.
- e. No landing will be purposefully closer than twenty five (25) feet from the hay bale line.
 - (1) The only exception to these rules will be helicopters hovering in the specially designated area to the north of the pits.
 - (2) If a pilot needs to stand behind his airship while taking-off, he can call out, "On the Field", walk to the twenty five (25) feet line behind his aircraft, take off, and immediately walk back to behind the hay bales to continue his flight.
- f. There will be no diving at the pits area from any altitude.
- g. A landing aircraft has the right of way over any aircraft taking off. Pilots are expected to loudly call out, "Taking off" or "Landing" to

signal intentions.

- h. Before stepping onto the mowed runway for any reason, pilots are expected to check for aircraft taxiing or preparing for landing and then call out loudly, "On the field".
- i. The mowed runway must be kept clear of models and people when not engaged in landing or taking off.
- j. An airborne airplane whose engine has ceased running ("dead stick"), or an airborne helicopter whose engine has ceased running ("dead stick") and is autorotating to the ground, always has landing priority over another aircraft. People, however, have the greatest priority and all steps to avoid personal injury must be taken, even if that includes purposefully crashing an aircraft in a safe area.
- k. A pilot whose airborne aircraft experiences engine failure is expected to shout, "DEAD STICK". Upon hearing this, all others will clear the runway immediately. It is expected that other members will warn other flight-line pilots that a call of "Dead Stick" has been made.
- l. DO NOT FLY OVER PEOPLE. We do not own the flying field. We are guests on State School Property. We do not have control of the visiting public. It is common to find members of the public walking, horseback riding, motor biking, etc. around the edges of the field. Do not fly at low altitudes towards them, or over them. Do not dive your aircraft at people, motor-bikes, snowmobiles, horses, dogs, foxes, bears or any other phenomena that might occur at the edge of the woods. It is expected that other members will warn pilots flying aircraft of any impending situations of this nature, which may be occurring within the field area. Pilots shall refrain from joining flight formations of migrating birds including but not limited to ducks, geese, owls, eagles & hawks. (The birds have agreed not to bother our flying aircraft).

7. Pit Area Safety

- a. The pit area (or "pits") is defined as the area between the stream and the hay bales.
- b. The far northern (right) end of the pits area is reserved as the helicopter hovering area.
- c. The southern (left) end of the pits is reserved for the largest aircraft. From there they may be more easily "walked" out to the runway.
- d. "Walking" an airplane indicates that there is some suitable restraint being applied to the aircraft as it moves to the runway.
- e. No aircraft will taxi in the pits.
- f. Pilots or pilot helpers shall carry or "walk" the aircraft from the pit area through one of the openings in the flight line barrier to the runway.
- g. All aircraft while starting or running an engine in the pit area shall be

"restrained" by a test stand, pipe support in the ground, or appropriately anchored holding device, or another person physically restraining the aircraft.

- h. All aircraft shall be pointed toward the mowed runway while starting or running an engine in the pit area and not toward spectators or fellow pilots.
- i. There shall be no starting or running of engines in the parking lot area. There shall be no flying of aircraft from, to, through, or over the parking lot area.

8. Frequency Control:

- a. The \$1M Field operates under 1991 AMA Frequency Standards. All pilots shall use equipment which is compliant with this standard.
- b. It is not recommended to use Channel 20 at the \$1M Field. Television station WBZ Channel 4's radio signal interferes with Channel 20. Most New England flying fields have this restriction because of radio interference. It is not recommended to use Channel 19 or 21 either.
- c. All other frequencies between channel 11 (72.010MHz) and channel 60 (72.990MHz) may be flown at the \$1M Field.
- d. HAM frequencies RC radios are permitted also providing the pilot has the appropriate federal license.
- e. Each member must supply and use a frequency clip that can be clipped to the Club frequency board. This clip shall display the members name and the frequency in use. The maximum number of aircraft in the air at any one time is four (4). The maximum number of pins on the board at any one time shall be six (6) in order to allow two additional pilots to tinker with their aircraft in the pits area. Tinkering may include running engines within the pits area or hovering no more than two helicopters within the hover area. Do not position for take-off, on the runway, if there are already four aircraft in the air.
- f. Proper sequence for transmitter use:
 - (1) Place frequency pin on the corresponding empty position on the Frequency Board.
 - (2) After pin is on Frequency Board, turn the transmitter on.
 - (3) When through with transmitter, turn it off.
 - (4) After transmitter is off, remove pin.
 - (5) Place all transmitters not in use on impound rack.
 - (6) Remove all frequency pins for radios not in use.
- g. Never shut down your transmitter while the engine is running. Another transmitter could take over your receiver and servos.
- h. If the Club frequency board becomes damaged or not available, a

temporary frequency station shall be created in the normal position.

- i. It is a Club tradition that you pay for or replace the equipment of a damaged model if you "shoot " someone down that is legitimately using the established frequency control board.
- j. If a model is going to be flown for the first time, it is a customary Club courtesy to give the pilot solo use of the sky for the "Maiden Flight". The "maiden flight" pilot can encourage this courtesy by waiting until the sky is clear of all other models.

9. General Safety Rules:

- a. The maximum number of aircraft in the air at any one time is four. Do not position for take-off, on the runway, if there are already four aircraft in the air.
- b. Never leave an engine running, unattended, in the pit area.
- c. Never leave an engine running with the radio off.
- d. The correct shut down procedure is to first shut down the engine, then shut the switch on the aircraft, then shut down the radio and finally, return the radio to the impound rack.
- e. Start up sequence:
 - (1) Acquire radio from impound rack.
 - (2) Turn on radio following proper pinning sequence.
 - (3) Turn on aircraft's receiver power.
 - (4) Start the engine.
- f. Shut down sequence:
 - (1) Shut down engine.
 - (2) Turn off the aircraft's receiver power.
 - (3) Turn off the radio.
 - (4) Return radio to impound rack following proper pinning sequence.
- g. No flying when it is climatically unsafe to do so. Flying models must be seen clearly at all times.
- h. It is strongly suggested that PILOTS DO NOT FLY ALONE.
- i. Because of the inherent unpredictability of the flight path of helicopters and airplanes, it is suggested that pilots fly with a spotter at his/her side when other aircraft are in the air.

E. SOUND

- 1. Engines will be tested in the following manner:
 - a. Radio Shack # 332050 sound meter will be used.
 - b. It will be set on the "A" scale and on "Slow Response".
 - c. The tested plane will be on grass.
 - d. The meter will be nine feet from the engine and pointing at it.
 - e. The meter will be directly to the side of the plane level with the engine and slightly behind it.

2. All engines 1.2 cubic inches and larger shall not exceed 98 dB.
3. All engines less than 1.2 c.i. shall not exceed 96 dB.
4. All Safety Officers will have sound meters and have authority to test any aircraft to assure compliance with these limits.
5. All pilots shall "cheerfully" agree to submit their aircraft to a sound check if requested by a Club Safety Officer.
6. It is strongly advised that all pilots strive to lower all engines to 90 dB.
7. Our Flying Field operates under AMA's Suggested (maximum allowable) Sound Standards for Competition Regulations, currently dated 2002-2004 for both airplanes (p.69) and helicopters (p.127) plus the sound addendum currently found (p.202). These sound standards are reviewed each year by the AMA and can be found in .pdf files on their web page.
8. No internal combustion engines may be run before 9.00 AM or AFTER dusk.

F. THE FIELD

1. The \$1M field, parking lot, and most surrounding area is owned by the Wrentham Developmental, Commonwealth of Massachusetts and the Town of Norfolk, Lind Farm conservation area. We share parking lot rights with the Lind Farm conservation area.
2. It is common to find members of the public walking, horseback riding, motor biking, etc. around the edges of the field.
3. Field Limitations:
 - a. Flying over people is prohibited.
 - b. Flying at low altitudes towards people and/or pets is prohibited.
 - c. Diving aircraft at people, pets, or wild animals is prohibited.
 - d. It is expected that other members will warn pilots flying aircraft of any impending situations of this nature, which may be occurring within the field area.
 - e. Occasionally, a group of people are misdirected to our field and mistakenly use our runway area for horseback riding, dog training, baseball, soccer, picnics, snowmobiles or some other group activity. Although the Wrentham Developmental Center has granted us exclusive rights to the use of the field, no one shall rudely attempt to evict any other group. Any member facing this situation is directed to

notify a Club Officer. The Club Officer will resolve this situation with WDC officials. If an opportunity for a discussion with a person or persons misusing the field presents itself, Club members MUST, we say again MUST remain friendly and courteous, and not create a disturbance or negative incident with the visitors. If they do not wish to leave, Club members agree to pack-up and go home or stay down and watch the activity until these visitors leave. Club members agree not to fly at the field until this conflicting use of the runway area is resolved.

- f. The WDC discourages the use of motor-bikes and all terrain vehicles and trucks on State Property. Club members agree not to use these vehicles on State Property.
- g. Neighborhood children often use these vehicles within our flying field area. Club members agree to remain courteous to them and to NOT to create a disturbance with them. Security Officers at the school have the authority to stop and question these riders, we do not.
- h. Consumption of alcoholic beverages or use of controlled substances are absolutely forbidden on property owned by the Wrentham Developmental Center and are also forbidden by the Club.