

Ozark Mountain Barnstormers Club Rules, revised June 2017

GENERAL RULES:

No drugs or alcohol, camping, or night flying allowed (per landowner).

AMA safety code is to be followed.

Club membership and AMA membership required to fly at the field. Visitors with AMA can up to four times at the field (excluding contests) to “try before you fly” before joining the club.

Every aircraft must have your AMA number in a visible or accessible area.

Smoking is not allowed at the shelter, bathroom, flight line, or near vehicles. Please smoke well away from others since they may be sensitive to smoke or have allergies.

Open carry firearms are not allowed on the property.

Pick up all crashed parts and broken props, dispose of trash in cans provided, and pick up after yourself and your pets. Dogs to be on a leash.

FLIGHT LINE PROCEDURES:

Each aircraft to be inspected by a buddy for airworthiness prior to maiden flight and for recently repaired aircraft. Range test before maiden flight and after repairs. This just takes a few minutes and is to be done on the honor system and is for everyone’s safety.

New pilots are to learn from an experienced member before solo flights. Your instructor will let you know when you are ready. Must be able to fly the pattern, take off and land safely, and get out of trouble. When in doubt about something ask for help!

No starting/arming or taxiing of any model behind (west) of the starting stands.

Flying boundaries: Flying box is E of flight line, W of Cheyenne Rd, S of powerlines at N end of field. Please be extra vigilant to not fly over other people’s property. Altitude - 400' or lower suggested but not required, always stay well clear of manned aircraft

Spectators or children are not allowed at flight line unless escorted by an experienced pilot.

FPV RULES (first person view)

AMA rules require aircraft flown via FPV to use a spotter to make sure craft does not veer off course or fly over people, cars, pits, etc...

FPV pilots and spotters to stand at flight line. Please coordinate with other FPV pilots to share video frequencies. Flying boundaries box applies to FPV flyers also.

ROTORCRAFT – this includes single and multi-rotor aircraft – electric power only; glow craft prohibited. Helicopters must be 600 class or smaller.

The designated rotorcraft flying area is the SW corner of the field bounded by the flight line on the E, the tree/fence line on the W. However; rotorcraft may be flown on the main field when all pilots actively flying are in agreement.

Rotorcraft activities may be restricted during special events. As with all other aircraft, rotorcraft should be flown in a safe and controlled fashion in accordance with all safety recommendations specified by the AMA.

FLYING FIELD Etiquette

NOTE: These suggestions come from other clubs web sites and on line safety groups. With the continued growth of our club and increased activity at the field, these suggestions can make it a safer environment. Courtesy goes a long way in maintaining peace and a fun environment.

Always be cautious of the prop arc and the area forward. Be sure the immediate area is clear before starting or running an engine above idle. Electric motors can start unexpectedly. Thrown or broken props do happen and are very dangerous. For the safety of yourself and others, alert people in your immediate area that may have their attention directed elsewhere, that you are about to start an engine. ***Take great care in hand launches.***

Keep engine-running time in the start-up area or pits or to an absolute minimum! Engine noise on the ground makes it difficult for flying pilots to listen to the sound of their own plane and distinguish any changes in engine performance. High throttle runs should be kept very short, just a few seconds. If you need to idle an engine for an extended period time, it should be done in a location away from spectators and flying members. Be sure to **wipe the oil/fuel residue off the flight tables you are using when finished.** Electric guys are not equipped to clean and this stuff is a little nasty.

Avoid taxiing your plane in the proximity of pilots that have an airplane in the air. To a flying pilot it can be very unnerving to have a plane taxi very close to his/her proximity while they are trying to keep their eyes on their own flying airplane. (It doesn't matter if the pilot station is guarded or not, please steer well clear.)

If you need to walk onto the runway, make sure everybody understands your intentions before you step onto it. Observe all requests to land before you go. Please announce when you are clear of the runway as well.

Call out your intentions or difficulties to others that are flying. Some examples are: "Taking off", "Coming in/Landing", "Touch and go", "On the field", "Off the field", "Dead stick" or "Lost control". This last one can be useful to you the pilot as well. Others that are not flying will visually track where the plane goes down and be of great assistance in locating it.

Student pilots should consider that their instructors may have also brought planes of his/her own they wish to fly. They may also be working with more than one student. Be patient!

Always control your aircraft, whether on the ground or in the air, with the belief that radio failure can and will happen at any moment. Flying directly towards the flight line and diverting at the last minute may be exciting, but trust me it makes people on the flight line and pit area very nervous.