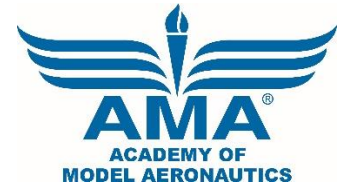




# **SIGNAL SEEKERS RADIO CONTROL CLUB**



## **FIELD RULES**

These Field Rules are an adjunct to the Signal Seeker R/C Club By-laws and Standing Rules. Although they should not interfere or conflict with the By-Laws, in any conflict the By-Laws will take precedence, followed by the Standing Rules.

Field Rules may be amended in accordance with the By-Laws, Article XII.

### **FR1- Location**

The address of the field entrance is as follows:

Signal Seekers RC Club  
3700 South Henry Ruff Road  
Inkster, MI 48141

GPS coordinates are 42 deg 16'59" N, 83 deg 20'20" W.

The speed limit on the field and surrounding roadways is 10 mph. Failure to follow the posted speed limit may result in suspension of field privileges.

### **FR2 – Flying Privileges**

The pilot of a model aircraft must be a Club member or accompanied by a Club member at all times. Applicants and visitors are allowed limited guest privileges provided they possess a current AMA membership or are flying in accordance with the AMA Introductory Pilot program. Guests are permitted to fly on no more than three(3) occasions without making application for regular membership.

### **FR3 – Age Requirements**

Pilots must be a licensed to operate a motor vehicle or fly in the presence of other pilots who are licensed to operate a motor vehicle. Pilots must obey all AMA, FCC, and FAA regulations and the current FAA Airspace Authorization / DTW Letter of Agreement. Pilots under the age of 18 must be accompanied by an adult.

### **FR4 – Hours of Operation**

Flying hours for aircraft utilizing internal combustion engines are from 10:00AM until Dark, regardless of the day of the week. Control Line models are allowed from 8:00AM until 10:00AM on the main field, or at any time on the secondary control line circle. Electric RC and/or gliders are allowed to fly at any time after 8:00AM, provided they do not interfere with control line activities.

## **FR5 – Channel Allocation**

All AMA channels from eleven(11) through sixty(60) are allowed on the 72mhz band. Six Meter and other ham radio frequencies are permitted, provided the user has a valid FCC license for the channels and power levels utilized.

Note: Channel 58 could produce interference (image response) to wide-band receivers on channel 12. Also, wide-band receivers can be subject to interference if Channel 20 is in use and a Channel 4 television station transmitter (e.g. WDIV in Detroit) is close by. Special care should be observed when using these frequencies.

## **FR6 – Channel Identification**

All transmitters on the 72mhz band must be identified with a channel number plaque with black lettering no less than 1.5" in height and 3/16" wide, mounted on a white background and visible on both sides of the plaque. At the modelers option, it may read either horizontally or vertically, and be attached at the base, center, or top of the transmitter antenna. Transmitters for Six Meter radios must have a black streamer approximately 1/2 to 1" wide to 8" long affixed to the top of the antenna. Use of a red streamer on 72mhz transmitters is optional. No identification is required for 2.4ghz equipment.

## **FR7 – FPV Transmitters**

First Person Video (FPV) channels currently in use must be posted in the designated area on the bulletin board in the shelter, and this board should be referenced prior to turning on any FPV transmitter equipment.

FPV transmitters are not to be turned on while another FPV pilot is currently in the air.

## **FR8 – Channel Usage (72mhz Only)**

Due to the prevalence of 2.4ghz radio equipment, use of channel pins is no longer required. Pilots flying on the 72mhz band are expected to coordinate directly with other pilots at the field to ensure that transmitters are tuned to different channel numbers prior to flight.

## **FR9 – Telescoping Antennas**

All telescoping antennas on transmitters must be collapsed when not in use.

## **FR10 – Noise Control**

All two-stroke engines above .051CID (with the exception of race planes) and all four-stroke engines above .90CID must be equipped with a closed-end muffler. During normal flying periods, only one race-type model is allowed to be in the air at any given time.

## **FR11 – Pilot and Pit Areas**

The pilot area is the area along the flight line, in front of the pit but behind the fence. All pilots should stand along the flight line, on the pit side, when flying. All Pilots on the field should pit behind the flight line, as marked by the fencing (refer to attached field layout.) Taking off from or taxiing back into the pit area is not permitted. Engine break-in in the pit area is not permitted. The road area at the Southwest corner of the field can be used for engine break-in (see attached layout.)

Only pilots, spotters and trainees are allowed at the flight line. Spectators must remain at least 15ft back from the pilot fence at all times.

### **FR12 – Flying Direction**

Flying direction shall be determined based on an up-wind take-off along the flight line, with a downwind return on the far side of the field. All pilots should follow the same flight direction. If there is any question due to changing wind directions, pilots already in the air will set the direction of flight.

### **FR13 – Courtesy**

Pilots should be considerate of others. A maximum of fifteen minutes is suggested for each individual flight. The number of aircraft in the air simultaneously should be considered and limited based on the size and type of aircraft in use, as well as the skill of the pilots. Rotary and fixed-wing aircraft should not be flown simultaneously unless specifically agreed to by both pilots, and both have sufficient skill to avoid collisions. Use of the starter benches should be limited to aircraft being started or subject to active maintenance. If there is a conflict, electric aircraft should yield the starter benches to internal combustion aircraft.

### **FR14 – Safety**

Pilots are expected to fly with as much attention to safety as they would expect from others. Take-offs should take place no less than 30' in front of the flight line and in sight of all pilots in the pilot area. Flying behind the plane of the flight line (with the exception of the control line circle) or outside the defined flyover area (e.g. over the community garden or over the trees at the far end of the field) is expressly forbidden. Use of the control-line circle is limited to control line, gliders (2.5m or less), park flyers (electric, 2lb or less in flying weight and incapable of exceeding 60nph), small helicopters (450mm blade span or less) and FPV aircraft only. Flying of any RC aircraft over any pilots (including FPV or control-line flyers) is not permitted at any time. Flying under the influence of alcohol is not permitted at any time. Illegal drugs (including medicinal marijuana) are not permitted in the pits, field or spectator areas at any time. Smoking is not allowed under the shelter or in the presence of open fuel containers or other flammable materials.

### **FR15 - Verbal Announcements**

Pilots taking off should clearly announce "Taking off!" prior to spooling up their engine, to allow other pilots to clear the area on and above the field. Pilots intending to land should clearly announce "Coming in!" prior to making their approach, to allow other pilots to clear the field. Pilots making a dead-stick or other emergency landing should announce "Dead stick!" in order to give other pilots notification to clear the area, and that a hazardous situation may exist.

Pilots walking out onto the field to retrieve an aircraft should clearly announce "On the field!" and confirm eye contact with (or verbal acknowledgement from) other pilots prior to walking in front of the flight line.

### **FR16 – Field Maintenance and Housekeeping**

To ensure the safety of the ground staff, flying is not allowed when the field is being mowed or other field maintenance operations are underway. Vehicles (other than for maintenance purposes) are not allowed on the main field at any time. Vehicles are not allowed on the control line circle, except for parking during special events. All members are expected to practice good housekeeping by cleaning their area before leaving the field. All trash (including cigarette butts) must be cleaned up and taken with you when you leave.

### **FR17 – Club Training Night**

Club training nights are held every Wednesday (weather permitting) from the first Wednesday in May through the last Wednesday in October. The Lead Flight Instructor (or, if absent, the senior flight instructor) will have full control and authority governing flights. Club members not involved in flight instruction must clear any flights with the flight instructors and yield the field to training operations if necessary.

### **FR18 – Open Contests**

All open contests will be governed by AMA Regulations and Guidelines, abide by Club Rules, and be directed by an AMA registered contest director.

### **FR19 – Control Line Regulations**

All flying of control line models must abide by the rules set forth by the AMA and other regulatory bodies regarding that activity.

### **FR20 – Restricted Activities**

Aircraft with jet turbines and model rockets are only allowed for special events and require prior approval in writing from the Board of Directors. Kites and RC vehicles are permitted on the field when no aircraft are flying but must yield at any time to RC and Control Line aircraft. No other activities unrelated to modeling are permitted at the field.

### **FR21 – Loss of Field Privileges**

Any continued or willful violation of the above Field Rules may result in the loss of field privileges and/or membership, as determined by the Board of Directors under the published Club By-Laws.

## Revision History

Published:	03/22/99	
Amended:	05/11/10	
Amendment Draft:	09/14/12	Draft proposed by Darren Covington, Bob Shuler, Bill Paschen, Scott Paschen, Dave Schneck, Bob McDonald and Matt Komar.
Proposal Draft:	09/24/12	Draft proposed by Dave Schneck, based on the results of the September Board meeting and general cleanup and clarification. This version will be submitted to the membership for consideration and feedback at the September meeting.
Amended:	11/24/12	Final version presented and approved.
Proposal Draft:	03/19/18	Revised version to be presented by Dave Schneck for approval at the March meeting.
Proposal Draft:	04/19/18	Revised with feedback from membership meeting.
Amended:	04/25/18	Final draft approved and executed.
Proposed Draft	04/01/24	Proposed by Dave Schneck and Jim Rich.
Amended:	05/01/24	Final version approved and adopted.