

Rules & Safety Regulations

Greensboro Radio Aeromodelers, Inc

AMA Charter 481

Updated 4/10/2009

I. GENERAL

All members of the Greensboro Radio Aeromodelers (GRAMS) using this facility and club flying field shall abide by the following rules and regulations, as well as all AMA Safety Code Rules, the latest version at the time of flying. Every club member has the responsibility and authority to assist in enforcing these rules. Violation of these rules could result in the removal of flight and club membership privileges. Questions as to adherence to or ignorance of these guidelines should be addressed with the club President or other officers. Any decision made to discipline or terminate a membership will be the final decision of the Board.

The field is used at the sole risk of the members (or their guest). The GRAMS Club, its Executives and its Instructors shall not be liable for damages to any model, equipment or vehicles.

1. Hours of operation, on Monday through Saturday, non-electric powered flying is limited from official sunup to 30 minutes after official sundown. Electric powered flying is limited from official sunup to 11 pm. On Sunday, NO FLYING of any type aircraft is allowed BEFORE 12:30 pm and shall be terminated as previously stated. It is our intent not to disturb homes, churches, or nearby landowners.
2. If you are involved in an incident that involves personal injury or property damage to someone other than yourself, you must make a full report in writing to the club President. Remember to keep a copy of this report for your insurance company.
3. Guests are welcome. Flying guests must be AMA members and have a current membership card on their person. Flying guests must comply with our field safety rules including the noise abatement rule and the no-fly zones. Guests are permitted to visit three times per year, with a member.
4. Each club member is responsible for keeping the area clean. If you generate any trash please put it in the cans provided. Smoking is permitted. Please discard smoking items in the sand jugs located on the fences.
5. We are proud of the fact that we have several lady members. Our wives and children are frequent visitors. There is no excuse for bad personal conduct or foul language.
6. Spectators and guests should remain behind the fence unless flying with a member.
7. Children not participating in flying activity will remain behind the fence on the spectator side and will have a responsible adult with them.
8. Pets must be leashed at all times while on club property. No pets are permitted past the fence defining the boundary between the parking lot and the pit area or on any part of the field used for flying. Pets are allowed in the area under the carport as long as they remain leashed and well behaved.
9. Helicopters and autogyros are permitted and must follow the same guidelines as and fly the pattern like fixed wing aircraft. Beginning heli pilots learning to hover should use the designated area at the end of the east-west runway.
10. DO NOT FLY ALONE. A second person should be available in case of an emergency.
11. Only four (4) aircraft are allowed to fly simultaneously with pilots standing at designated flight stations.
12. The consumption of alcohol on club property is strictly forbidden. The consumption of or sale of illegal drugs at the field is strictly forbidden. Anyone intoxicated due to use of alcohol or drugs consumed before coming to field will be treated the same as those consuming on site. Use care when using prescription drugs.
13. The last club member to leave will check the impound for forgotten transmitters and AMA cards, close and lock the building, the Port-A-John, and on departure, close and lock the gate.
14. It is MANDATORY that all members (and guests) hold a current Academy of Model Aeronautics (AMA) license. Students that are being introduced to the hobby by a certified club Intro Pilot using a buddy-box trainer system are exempt from this rule.

II. FREQUENCY MANAGEMENT

1. The Frequency Board must be used at all times. All transmitters not in use must be stored in the Radio Impound area in the Shelter. This minimizes the possibility of transmitters being turned on accidentally.

2. All flyers must obtain the Frequency Pin for his/her transmitter's channel before turning the transmitter on. The Pin should be clearly displayed, usually by clipping it to the base of the transmitter antenna. This applies to transmitters operated on the 2.4 GHz frequency as well as those operated on 72 MHz and other frequencies. Upon completion of flight, the Frequency Pin must be replaced on the Frequency Board with the flyer's current AMA Card and the transmitter must be returned to the impound area. At no time shall a transmitter, including buddy-box transmitters, be turned on without the proper Frequency Pin attached to the active transmitter.
3. A system of rotation shall be used and observed for frequency control. This will ensure that everyone sharing the same frequency channels will be able to fly. A flight of about 15 minutes is about average. At the end of your flight, return the pin and give others on your frequency a chance to fly.
4. A frequency identification tag (usually supplied with radio system) must be displayed on all transmitters.
5. ALL older radio transmitters and receivers (pre-1993) operated at GRAMS must carry AMA Gold Label signifying narrow band certification. Transmitters must transmit on AMA-approved "Aircraft Only" frequencies.

III. AIRCRAFT & POWERPLANT

1. The AMA and GRAMS require any aircraft flown at GRAMS contain proper identification on or inside the aircraft. This information must include your name, address, phone number and AMA number. Fuel-proof labels are available through the AMA.
2. Any member can inspect a new or used airplane by request to ensure that all safety aspects are followed for that aircraft and pilot. It is recommended that all unflown, new or used aircraft be inspected before first flight.
3. Mufflers are required on all internal combustion engines .10 cubic inches or larger, 2- or 4-stroke. Keeping noise levels to a minimum is critical to our facility and our club. Noise is the number one enemy to this hobby! If we want to be good neighbors, we must make an effort to keep our engines and aircraft as quiet as possible. From time to time we will check the engines for excess noise. If we find an engine to be too loud, you will be asked to modify the engine to meet the standards of the AMA and our club before running the engine at the field.
4. Engine "break-in" must be done in the designated area, west of the Shelter, not in the Pit Area. This designated area should also be used for extended tuning or repair, other than normal flying.
5. When starting aircraft, use approved restraining device or a helper/spotter. When you start engines or motors, position aircraft so that prop blast will not be directed toward other aircraft, pilots, or spectators.
6. Keep starting area clear of debris that might get sucked into prop arc or blasted toward others. Eye protection is recommended around spinning props and rotors.
7. NO ENGINE or MOTOR of any type shall be started or run up in front of the Shelter at the tall fence. This area is part of our Spectator and Concession Area.

IV. FLYING

1. There will be absolutely NO FLYING intentionally over the Pit Area, Parking Lot, or Spectator Area at any time. Your aircraft should be in front of you and on the runway side of the flight line at all times.
2. Use loud, clear vocal signals ("Taking Off", "Landing", "Dead Stick", "I Ain't Got It", "On the Runway", "Touch and Go", "Low Pass/High Speed Pass", etc.) to alert others of intentions. All take-offs and landings should be announced. All pilots taking off must yield to pilots landing. Dead Stick and powerless craft have right-of-way. If you must walk on the runway to retrieve your aircraft, let the other pilots know your intentions prior to getting on the runway. Watch for traffic!
3. Pilots must take off from and land on the Runway, parallel to the long dimension of the Runway. Take-offs and landings should be made into the wind, when possible. With wind in your favor, the preferred take-off direction at GRAMS is North-to-South, left-to-right, to enter a left base pattern. After rotating on take-off, turn and bank left away from the Pit Area, Parking Lot, or Spectator Area.
4. Avoid flying beyond the north of the end of the Runway, except for landing. This keeps aircraft away from houses, the church, and Hwy 150.
5. Hand launches should be made from edge of Runway not the Pit Area.
6. While flying and preparing to fly, you must not block or obscure the openings in the hedgerow for exiting or entering the Pit Area. Pilots are encouraged to stand on or near Pilot Station Pads while flying.
7. Do NOT taxi in the pits. Carry your aircraft a safe distance from the pits. After landing, stop the engine as you depart the runway and carry/tow the aircraft back to the pits.
8. All aerobatics should be flown over the open field to the east of the runway. Take care not to get too far east over the no-fly zone. Pilots performing maneuvers out of the pattern, including hovering and other 3D flight must do so parallel to but east of the runway.

9. Low passes should be flown down the center of the runway into the wind and no closer to the pilot stations than the center of the runway.

V. HAVE FUN, BE SAFE & SHARE THE HOBBY

These rules and regulations were formulated through years of experience and were adopted by the members of GRAMS to promote safety and good flying habits. Each year a greater number of guests, visitors and spectators are drawn to our facility; therefore, strict rules and regulations are necessary to maintain traffic control in order that all model aircraft flyers and spectators can enjoy this hobby to its fullest extent. These safety rules and regulations will be updated and modified in the future as necessary. Please feel free to make your ideas and suggestions heard. Remember, GRAMS is not the ground we occupy or the airspace we use, but the people that make up our group.

If you attract the attention of passersby, introduce yourself and tell them what it's all about. They probably always wanted to do this too!