

NDRCC FLYING FIELD SAFETY, SOUND AND COURTESY RULES Effective 1/1/2016

Failure to observe these rules may result in loss of membership privileges and can seriously affect the outcome of any claims made against your AMA liability insurance.

1. All pilots must have current AMA and NDRCC membership and wear their membership cards while they are at the field as proof of membership. An experienced NDRCC member with a current AMA membership may give a non-AMA member a single demonstration flight using a "buddy box". Demonstration flights may utilize a member's or visitor's aircraft as long as a NDRCC member has carefully inspected the visitor's aircraft for proper operation. Contests and special events may have exceptions to this rule as long as all AMA rules are observed.
2. All pilots and models must adhere to the current OFFICIAL AMA SAFETY CODE.
3. All transmitters operating in the 72 and 50MHz band shall be certified as NARROW BAND.
4. Any pilots using 72 or 50Mhz transmitters are required to coordinate frequency usage to insure no conflicts.
5. Fly no closer to the pilot box than the east edge of the runway over the grass. This line extends to the north and south horizons. Flying over the runway is restricted to take-off, landing, approach to land or departure from the runway when others are flying.
6. Fly within the PATTERN. Aircraft should adhere to a left hand pattern when taking off and landing to the south and a right hand pattern when taking off and landing to the north. The pilots currently flying will establish the pattern direction. Landing aircraft have the right of way for runway use.
7. No taxiing planes between the runway and pits or starting posts. This includes Turbines.
8. All pilots must stand in the pilot boxes. No more than four pilots shall fly at one time except when the field is crowded. A fifth pilot box may be added, but all pilots must then have an observer beside them at all times.
9. The sound level of all aircraft flying at the NDRCC field shall be subject to a sound check measured with the Club's dB meter, set to the "A" weighting, slow response and with the windscreen installed.

The meter may be held or placed on a stand approximately 24" above the ground, crosswind and perpendicular to the side of the aircraft at a distance of 25 feet. The test area should be in the "south infield" area, clear of buildings and the runway. A minimum of a 5 second full throttle engine run is required.

The sound limit for all aircraft flying at the NDRCC field is:

100 dB

All Club Members are empowered to conduct Sound Checks. However, the NDRCC Board may also appoint designated members (Sound Testing Members) to carry out Sounds Checks when an aircraft is suspected of being over the dB limit.

Often minor throttle programming adjustments can be made at the field which will reduce the noise level sufficiently to allow aircraft to continue to fly that day. However, if minor adjustments do not reduce the noise level sufficiently, the aircraft cannot fly at Eagle Field until appropriate modifications are made.

If an aircraft exceeds the sound limit, and there are no commercially available accessories to enable the aircraft to meet the sound limit, the owner may apply for a Waiver from the NDRCC Board by submitting a completed Waiver Application to the Board via the Sound Testing Member. The Board may either approve the Waiver, or make recommendations to help reduce the sound level so that the aircraft is not excessively loud/or agitating to other NDRCC members and require the aircraft to be re-tested following modifications. After reviewing the re-test results, the Board shall decide if a waiver is applicable. If at a future date commercially available accessories become available that will enable the waived aircraft to meet the specified noise limits, the aircraft shall be modified immediately or not fly at Eagle Field.

Turbines are exempt from sound checks.

Sound Checks may be waived for special events when recommended by the Event CD and approved by the NDRCC Board.

All members are requested to cooperate fully with the application of the Club's Sound Rule. In the unlikely event of disputes, the NDRCC Board will arrange to meet with both parties and resolve any issues.

10. Before starting your engine / motor, make sure the area is clear of other models and people. Engine/ motor operation near the shelter should be limited to starting and initial tuning. Engine / motor testing or prolonged operation should be done away from the sheltered areas. No engine / motor shall be operated under the shelter at any time. Electric Aircraft should be moved to the normal engine starting areas for arming. Pilots are encouraged to have an assistant holding or carrying the aircraft whenever an engine / motor is running near the shelter areas.
11. No small children are allowed at or near the flight line. Individuals under 16 years of age must be accompanied by a parent or acting guardian at all times.
12. When the field is crowded, flyers shall line up on the sidewalk and use the pilot boxes in the order of their arrival. When others are waiting to fly, pilots should limit their use of a frequency to a total of 15 minutes in any one-hour period.
13. All animals shall be on a leash at all times. Pet owners should make sure animals cannot get near operating engines.

14. Pilots will not consume alcoholic beverages prior to nor during participation in any model operations.
15. Cell phone calls are not allowed on the flight line.
16. Entrance gates at south end of field and on Brewer Rd must remain closed at all times except when manned. Last member to leave must lock both gates.
17. Non RC Controlled Aircraft (i.e., rockets, free flight, etc.) are prohibited from operation at Eagle Field, unless NDRCC Board Approval is obtained in advance and the Club Safety Officer or his designee supervises the launch and recovery. FPV (First Person View) Aircraft and sUAS operations must fully comply with the current AMA Regulations (Documents #550 and 560). Operation of sUAS aircraft for Commercial Purposes at Eagle Field is prohibited without written approval from the Board.
18. In the event of a crash, all debris must be recovered and disposed of properly. Please do not place large aircraft pieces in the trash can; these should be removed from the site by the owner. Following a crash, if aircraft batteries cannot be located, please notify a board member immediately so an additional search can be organized. Lipo type batteries can be a significant fire hazard unless disposed of properly. Do not leave any Lipo type batteries, regardless of condition, at Eagle Field.