

NDRCC HELICOPTER/ MULTI-ROTOR (Quads) 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.

The purpose of these rules is to minimize the risks of helicopter/quad flying for both spectators and fellow pilots at the North Dallas club field. The “boundary lines” mentioned in the accompanying text appear in these diagrams as dashed lines.

FORWARD FLIGHT/ADVANCED AEROBATICS

Pilots wishing to enter full forward flight must stand in the pilot boxes and fly East of the runway, sharing the airspace with fixed-wing aircraft.

When fixed-wing aircraft are flying, helicopters/quads operating from the runway area must fly in the general direction of the pattern, and may not hover in the pattern, except when landing or taking off. This hovering time should be minimized so as not to block the runway. If other pilots are present, helicopters/quads must announce take-off and landing just as fixed-wing aircraft do. The “Pattern” is defined as an oval, racetrack flight path, with the upwind leg close to the runway and the downwind leg out away from the runway, intended to minimize the chances of a head-on midair collision. In the event of a change in wind direction, pilots at the flight line may agree to reverse the direction of the pattern to match the new wind direction.

Helicopters/quads must take off from and land on the midpoint of the runway. Always announce your intention to place aircraft on runway. After landing, the pilot must stop the blades from rotating as quickly as possible, and remove the helicopter/quads from the runway. Departures should be into the prevailing wind and immediately join the pattern unless you are the only one on the flightline. Similarly, landing approaches should be into the prevailing winds.

Advanced or 3-D aerobatics should be performed only when fixed-wing pilots are not actively flying, so as not to cause too much of a distraction. This will also allow the helicopter/quad pilot to use the entire overfly area as required, since the pattern will not be active. Check with any fixed-wing pilots before beginning your routine...they will typically land to get out of your way (and also so they can watch...).

PIT AREA SAFETY

All helicopters/quads must comply with the sound level limits outlined in the NDRCC Safety and Courtesy Rules.

Once the helicopter/quad is started, it must be held by the main blades or frame and taken to one of the three designated flying/hovering areas as quickly as possible. DO NOT start the engine or arm the plane under the shelter!

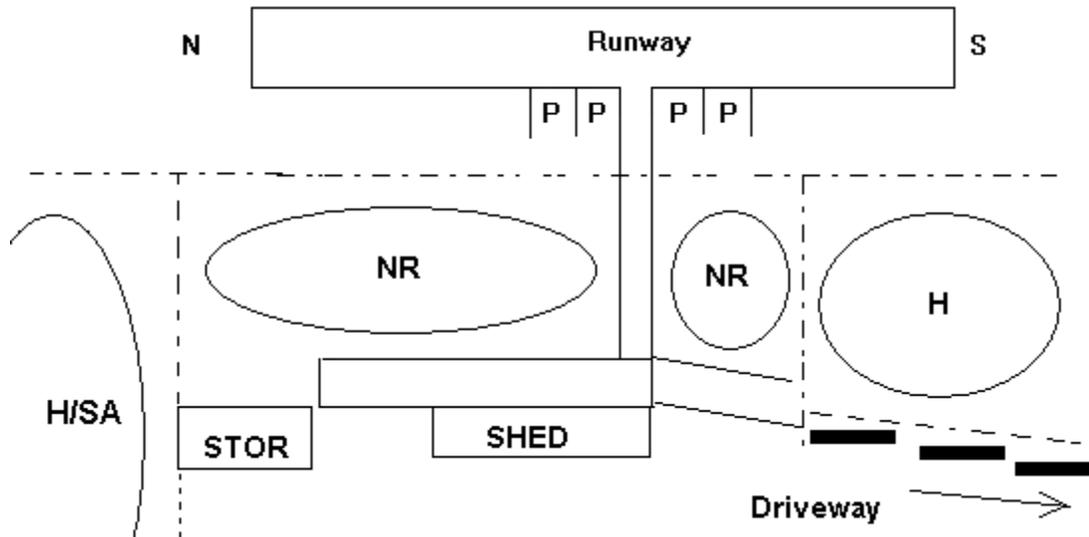
GENERAL RULES

All NDRCC Field Safety Rules apply where applicable, except where superseded by provisions laid out in this document.

Helicopters/quads operating from the runway must perform autorotations only on the runway or in the grass to the East of the runway. When the pattern is active, the pilot must announce his intention to land. Autorotations must not be performed in the hover-only area unless a true engine-out condition occurs.

PRACTICE AREA

Eagle Field



LEGEND:

- H** Hovering-only area – upright – below 50 feet. Do not infringe on runway airspace.
- H/SA** Hovering and simple aerobatics area. Autorotations and low level aerobatics – below 150 feet. Do not infringe on runway airspace or fly west of western boundary fence.
- NR** No-rotation areas – helicopters/guads may only be carried in these areas.