

R/C FLIERS OF VENICE, INC. RULES

The following set of rules has been adopted by the R/C Fliers of Venice, Inc., aero modeling club. Club members of R/C Fliers of Venice, Inc. (hereafter, "RCFV") are to understand and abide by these rules.

The RCFV Rules use the AMA safety code as a basis. Where a difference between the AMA safety code and RCFV Rules exists, the stricter of the two shall prevail.

Access to and use of the RCFV flying field is governed by the Sarasota County Solid Waste Disposal Complex (hereafter, "SCSWDC" or "Landfill") and Sarasota County Government.

Wet fuel, turbine aircraft are not allowed at the R/C Fliers of Venice, Inc. flying field

RCFV Rules are broken into categories:

1. FIELD ACCESS & SECURITY
2. FIELD EMERGENCIES
3. MEMBER & GUEST REQUIREMENTS
4. FLYING BOUNDARIES
5. PREFLIGHT
6. FLIGHT TRAINING/PILOT CERTIFICATION
7. FLIGHT SAFETY
8. CRASHED AIRCRAFT
9. FIELD COURTESY
10. SPECIAL RULES

FIELD ACCESS & SECURITY:

1. Access to the RCFV flying field is governed by document entitled “Site Access Rules” which is located on the Club’s website (www.rcvence.com). All RCFV members are required to understand and abide by the requirements expressed within this document. As the Site Access Rules document can change from time to time, it is the member’s responsibility to stay abreast of changes. The Club will issue notice to members if and when this document changes in the future.
2. The flying field hours are between 7am and dusk or 8:30pm, whichever comes first.
3. RCFV members are required to obtain a magnetic key card from the Landfill Office Building upon joining the Club. The key card is to be swiped at the “Lane 3” entranceway at entrance to the SCSWDC facility. This entranceway has a magnetic card reader and an automated gate arm. Each time a RCFV member enters SCSWDC property for the purpose of accessing the flying field, they are required to use Lane 3 and use their magnetic key card. Entry is logged by computer and your vehicle is under camera surveillance. For further details regarding access and guest entrance, see the document entitled “Site Access Rules” which is located on the Club’s website (www.rcvenice.com). When entering the SCSWDC property, or when leaving the flying field, follow signage indicating the proper set of roadways to drive between the main entrance and the flying field. This applies during all hours and days of the week regardless if the SCSWDC is open for business or not.
4. The flying field gate at the entrance to the field parking lot is secured by two locks and sections of chain in a daisy chain loop configuration.
 - a. Either lock may be used to open the daisy chain loop. One lock is a combination style padlock. The combination number will be supplied when a member joins the Club. The second lock is a keyed padlock. A key for this lock may be secured from a RCFV Board member for a \$25 deposit fee.
 - b. The field gate shall be unlocked and left open whenever members are present (first member “in” unlocks and opens the gate). The gate must be closed and locked whenever members are not present (last member “out” closes and locks the gate).
 - c. Mind the daisy chain configuration of these locks and sections of chain used to secure the gate. The daisy chain loop is to be configured such that either lock can undo the loop of chain.
5. Outside of normal SCSWDC business hours and on Sundays and holidays, there are two additional locked gates which members need to pass through if they wish to access

the flying field. These are two chain link fence gates that span the width of Knights Trail Road. One is on Knights Trail Road approximately 1/3 mile from the main entrance to the SCSWDC. The other is located at the main entrance to SCSWDC property. These gates are in addition to the Lane 3 card reader/lift arm gate previously mentioned in #3 above, and in addition to the field gate at the flying field parking lot previously mentioned in #4 above. The SCSWDC has graciously provided the Club with a set of keyed padlocks which can be used to open these gates. The same key as mentioned in #4 above will unlock these padlocks. Members are to unlock and immediately re-lock these gates when passing through. These gates are locked with one long daisy chain loop made of many sections of short chain and many locks. This setup allows many different people access through these gates during hours when the SCSWDC is closed, not just RC fliers (e.g. RCFV members, Landfill employees, contractors, police and fire, etc.).

- a. Mind the daisy chain configuration of the loop used to secure these gates. The sections of chain and locks are to be configured such that any lock in the daisy chain can undo the entire loop of chain. If the loop is reassembled quickly without care, it is possible to put the RCFV lock in a place that overrides the ability of another lock from opening the loop of chain. Be careful to reconfigure the loops such that any lock is capable of undoing the loop and opening a gate. Failure to properly secure these gates upon passing through, and/or failure to properly configure the daisy chain loops will jeopardize the Club's future access to the flying field during the hours when the SCSWDC is closed.
- b. If exiting and you find someone ahead of you has misconfigured the daisy chain loop on a gate and you can't get out, there is signage attached to each gate with telephone numbers to call for help.

FIELD EMERGENCIES:

1. Fires in the pit area and flying field are to be extinguished immediately using the fire suppression apparatus located at the Clubhouse. Any fire must be reported to a Board member ASAP; call a Board member to report the nature of the incident. Ensure the fire is completely out before leaving the facility.
2. In the event of a medical emergency, or in the event of an out-of-control fire:
 - a. Call 911

- b. Call a Board member and report the nature of the incident. A list of Board members is located in the bulletin board on the Clubhouse wall. If a Board member cannot be immediately reached:
 - i. During normal business hours of the Landfill, call the Landfill front desk at 941-861-1582 to report the nature of the emergency.
 - ii. During Saturday business hours, send a second member to the Landfill outbound scale house to report the nature of the incident.
 - iii. During non-business hours of the Landfill, continue trying to contact a Board member throughout the emergency and until a Board member is reached.
 - iv. At least one member is to stay at the flying field to receive an emergency response team, if safe to do so.

MEMBER AND GUEST REQUIREMENTS:

1. Members who wish to fly at the RCFV field and facilities must have current R/C Fliers of Venice membership and current AMA (or MACC) membership, except for members who have joined under the AMA's 90-day Introductory Pilot Program (IPP).
2. Members whose AMA (or MACC) membership expires during the RCFV membership period are responsible for renewing without lapse of coverage. Any member who has let their AMA (or MACC) membership lapse will not be allowed to fly until such time they successfully renew.
3. Pilots in training shall fly with an instructor using a "Buddy Box" whenever possible. Instructors using a "Buddy Box" with a pilot in training assume responsibility of the aircraft and must maintain control and stay within the flying field boundaries.
4. New pilots or pilots in training shall successfully pass the Pilot Certification Test in order to fly without an instructor.
5. New members to RCFV with previous flying experience must successfully pass the Pilot Certification Test prior to using the RCFV flying field and facilities without an instructor.
6. Guests who wish to fly must have and show current AMA (or MACC) membership prior to using the Club facilities. All guests must comply with the Rules of RCFV. All guests must be sponsored by and accompanied by a currently enrolled Adult Member of RCFV. Junior members are not allowed to sponsor a guest. At no time may a guest fly without their sponsor present. A guest may only use the facilities for a total of 3 days per calendar year.

FLYING BOUNDARIES:

1. The flying field boundaries are defined as such in yellow (see map below):
 - To the south: the southern edge of the runway.
 - The west: the white rail fence.
 - To the north: the gravel road along the chain link fence.
 - To the east: The paved road along the high-voltage power lines.
2. The helicopter / drone training boundaries are defined in purple (see map below).
3. All aircraft shall be flown within these boundaries. The western white fence boundary of the flying field is particularly close to the western end of the runway. Pay careful attention to this boundary as it is easy to accidentally overfly. Look out for your fellow pilots. When at the field, watch other pilots as they are flying and politely indicate to them if they appear to be overflying the western white fence boundary. Repeated or intentional overflight of boundaries is subject to disciplinary action.



PREFLIGHT:

1. A complete and successful radio equipment range check and throttle control direction check shall be done before the first flight of new or rebuilt aircraft.
 - a. The aircraft must pass a ~~100-pace~~ range check at reduced transmitting power.
See your Transmitter instructions to properly conduct a range check.
 - b. Control surface deflection must be in the proper direction, and throws should be moderate until the pilot is familiar with the performance of the aircraft.
 - c. The direction of the throttle control must be checked for proper direction before starting a wet fuel engine for the first time or connecting a LiPo for the first time.
 - d. The receiver throttle channel Failsafe must be set to idle for IC engines, or off for electric motors.
2. It is recommended that a cursory inspection of the aircraft's flightworthiness is conducted during each visit to the flying field. It is recommended that aircraft controls be tested prior to each flight.
3. Aircraft that are fueled with gasoline shall be fueled over cement areas only to prevent deterioration of the asphalt from spills. Areas dedicated for this purpose are located at either end of the wings of the Clubhouse.

PILOT TRAINING/CERTIFICATION TEST:

1. Pilots new to R/C flying shall work with an instructor until they acquire the skills necessary to pass the Pilot Certification Test which is located on the Club's website (www.rcvenice.com).
2. Prior to flying without an instructor, new members with past flying experience shall pass the Pilot Certification Test which is located on the Club's website (www.rcvenice.com).

FLIGHT SAFETY:

1. No more than 4 planes may fly at one time at the flying field. Pilots are to stand in or next to flight stations #1 through #4 when flying.

2. All flights should be in an oval (racetrack pattern) to eliminate the possibility of mid-air collision whenever more than one person is flying at the same time.
3. Pilots that are hand-launching aircraft must make their intentions know to all other pilots flying and wait for acknowledgment that it is OK to do so.
 - a. It is recommended that hand-launched aircraft are to be launched from areas where pilots at the flight stations can see the hand launch pilot, not from behind the flight line where a pilot at a flight station cannot see the hand launch pilot.
 - b. It is recommended that hand-launched aircraft should be launched in a westerly direction away from flight station #1, or an easterly direction away from flight station #4, depending upon the wind direction (always hand-launch into the wind).
 - c. Hand launch pilots shall take a position at a flight station after their aircraft is in flight.
 - d. Recovery of landed hand-launched aircraft shall be done after a "Man on the Field" warning has been announced and acknowledged, and followed by an announcement of "Clear" after recovery of the aircraft from the flight area.
4. Helicopters and drones may be flown from flight stations #1 - #4. Drones are to be flown in accordance with AMA document #550.
 - a. When fixed wing aircraft are also flying, helicopter and drone pilots should not remain hovering over the runway in the immediate vicinity of the flight stations.
 - b. Helicopters and drones tend to be flown closer in and not in a typical oval pattern. When fixed wing aircraft are also flying, whenever possible, the helicopter/drone pilot should verbally state the intended flight area of the helicopter/drone to help coordinate with fellow fixed wing aircraft pilots.
 - c. When fixed wing aircraft are also flying, drone pilots flying FPV must have a spotter with them (per AMA document #550).
 - d. Helicopters/drones may practice hovering from the round cement pad near the Gazebo; see FLYING BOUNDARIES map. This area is intended for close in, hovering type flight. Helicopters/drones flown in this area must stay clear of and may not impede the general flying field boundary. It is suggested that pilots new to helicopters/drones make use of this area when developing their skills, especially during busy times when there are multiple aircraft using the flying field.

5. Taxiing aircraft under their own power is not allowed within the pit area. Pilots are to hand-maneuver aircraft through the pit area to the flight stations and back after flight. Taxing of large, I/C powered aircraft under their own power is only allowed in designated areas outside of the pit area and outside of the space between flight stations #1 - #4.
 - a. Small to medium size I/C powered aircraft that are started in the pit area prior to flight are to be hand-carried or hand-walked to the flight stations. Small to medium size I/C powered aircraft returning from a flight are to be shut down at the flight stations and hand-carried or hand-walked back to the pit area.
 - b. Electric powered aircraft are to be hand-carried or hand-walked from the pit area to the flight stations with the throttle cut secured to off. Electric powered aircraft returning from a flight are to be hand-carried or hand-walked from the flight stations to the pit area to with the throttle secured to off.
 - c. Large, heavy I/C powered aircraft, after starting, may be hand-walked through the pit area to the flight stations. Large, heavy I/C powered aircraft returning from a flight may be shut down at the flight stations and hand-walked back from the flight stations to the pit area. Large, heavy I/C powered aircraft may also taxi under their own power, but only in designated areas:
 - i. Prior to flight, large, heavy I/C powered aircraft may be taxied under their own power to the runway on the grass area to the western side of flight station #1, or on the grass area to the eastern side of flight station #4. Keep aircraft taxiing under their own power away from the pit area and away from the area between flight stations #1 - #4.
 - ii. Returning from flight, large, heavy I/C powered aircraft may taxi under their own power on the grass area to the western side of Flight Station #1, or on the grass area to the eastern side of flight station #4, back toward the pit area. Keep aircraft that are taxiing under their own power away from the area between flight stations #1 - #4. Taxi under power only as far a necessary to get away from the runway/flight line, and then shut down the engine. Hand-walk the aircraft from there back to the pit area -do not taxi all the way into the pit area under power.
6. All pilots are to operate their aircraft within the designated flight boundaries; see FLYING BOUNDARIES map.

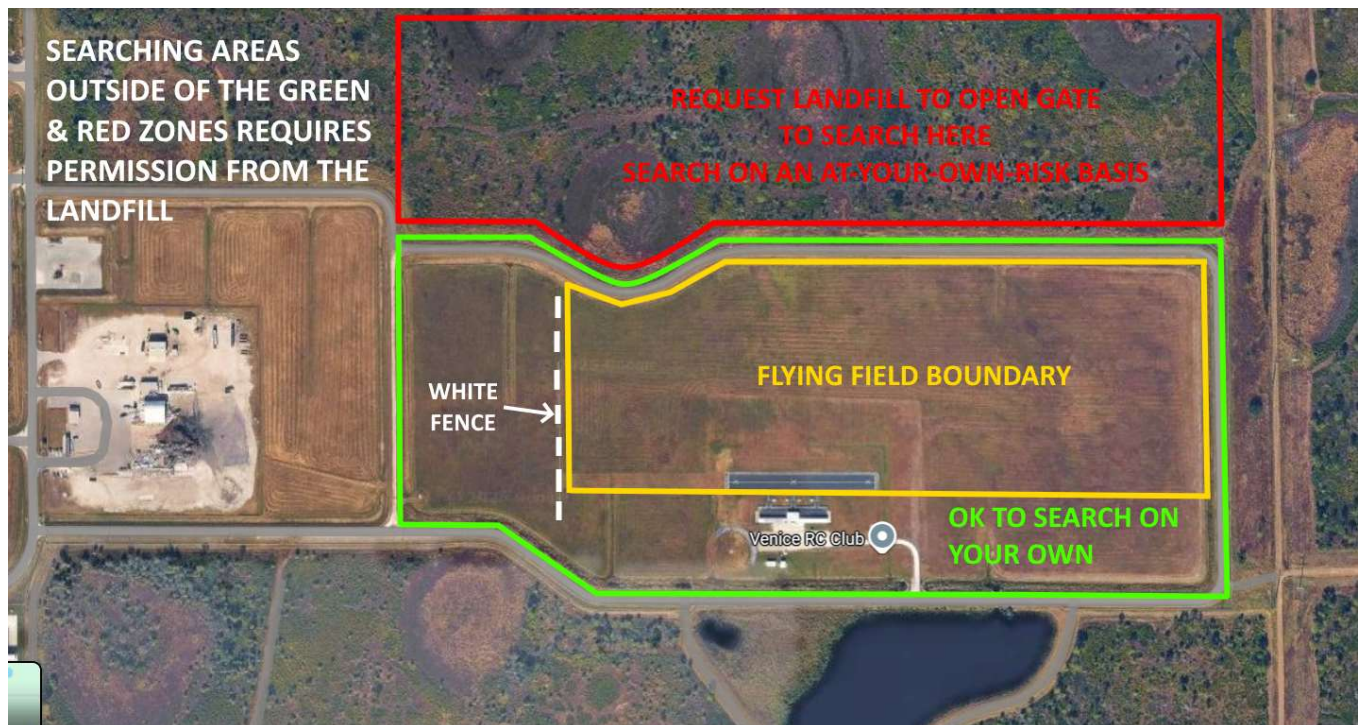
7. High speed passes; high-alpha or 3D style flying shall not be flown directly over the runway; they should be flown over the grass to the north side of the runway. Announcing these types of maneuvers ahead of time to fellow pilots is recommended for good communication.
8. No one is allowed onto the flying field while pilots are flying without first giving the warning "Man on the Field" and waiting for acknowledgement. If you must go on the field when planes are flying, you should appoint a spotter to stand near the flight stations to advise other pilots of your actions.
9. Pilots must recover crashed aircraft parts. See section "CRASHED AIRCRAFT" for details.
10. Limit flying time to 15 minutes when others are waiting to fly.
11. Always be safety-conscious when flying your plane.
12. Flying may be suspended during field maintenance work or mowing by either RCFV or the SCSWDC.
13. Repeated violation of FLIGHT SAFETY rules will result in disciplinary action.

CRASHED AIRCRAFT:

Crashes are an unfortunate part of the hobby. While a crash can be distracting, members must remember that we operate on an active landfill site. All crashes must be handled in accordance with established procedures developed between the Club and SCSWDC management (aka Landfill management).

Three key principles apply at all times:

1. Good faith attempts shall be made to recover aircraft parts and debris, provided it is safe to do so.
2. Aircraft parts & debris that are left anywhere on the property must be reported using the crash reporting system.
3. Access to most areas of the Landfill outside of the normal flying bounds is restricted and requires Landfill assistance.



Crash Location (Map Zone)	How to Search	Reporting Required
<p>● GREEN ZONE (Permitted Search Area)</p>	<p>You may search for parts and debris on your own.</p>	<p>No -if all parts & debris are recovered</p> <p>-or-</p> <p>Yes -if all parts & debris are not recovered</p>
<p>● RED ZONE - recovery attempted</p>	<p>If you feel it is safe for you to do so, you may search this area for aircraft parts and debris. Contact the Landfill staff (see “Landfill Assistance”, below) and they will open the gate in the chain link fence to allow you access. Searching is on an “at-your-own-risk basis”.</p>	<p>Yes, it is mandatory to file a crash report using the crash reporting system, even if all aircraft parts and debris are recovered.</p>
<p>● RED ZONE – no recovery attempted</p>	<p>If you feel it is not safe for you to search in this area, you do not have to recover aircraft parts and debris.</p>	<p>Yes, it is mandatory to file a crash report using the crash reporting system and state no recovery was attempted.</p>
<p>⚠ ACTIVE AREAS of the LANDFILL (Outside of Green/Red Zones)</p>	<p>Aircraft must be flown within the flying field boundaries. Aircraft should never reach areas outside of the green & red zones -it is a serious breach of The Club’s flight rules to allow aircraft beyond the green & red zones even in the event of mechanical, electrical or radio failure.</p> <p>You must request Landfill assistance to attempt recovery for crashed aircraft outside of the green & red zones. Contact Landfill staff (see “Landfill Assistance”, below), and follow their instructions.</p>	<p>Yes, it is mandatory to file a crash report using the crash reporting system, regardless if aircraft parts and debris are recovered or not.</p>

1. General Recovery Requirements: Members are required to make a good faith effort to recover aircraft parts and debris whenever it is safe to do so.

Particular attention shall be given to the recovery of LiPo batteries, fuel tanks, motors, airframe, and other substantial parts.

- LiPo batteries (fire hazard)
- Fuel tanks (fire hazard)
- Motors, engines, and other substantial metal components (lawn mower hazard)
- The airframe, landing gear, wheels, spinner and other substantial components (lawn mower hazard)

All of these items present a hazard to Landfill operations, mowing equipment and personnel, and must be recovered whenever it is safe to do so.

2. Green Zone (see map)

Within this area, members may search for and recover parts and debris on their own, provided it is safe to do so.

- Members shall make a good faith effort to recover all parts and debris.
- If hazardous or substantial items (such as LiPo batteries, fuel tanks, motors, or significant airframe components) cannot be located or recovered, the crash details must be submitted using the crash reporting system.
- If all such items are recovered, a crash report does not need to be submitted.

3. Red Zone (see map)

Within this area, members may search for crashed aircraft and debris, but must do so after notifying Landfill staff (see Landfill Assistance below) and ask for assistance to open the gate.

- Members shall not search this area without notifying Landfill staff. Landfill staff must be contacted to gain access and provide direction.
- All crashes in the red zone must be reported regardless of whether any or all debris is recovered.

4. Other Active Areas of the Landfill (outside of the Green and Red Zones)

Aircraft should never reach areas outside of the green & red zones. If they do, it is a serious breach of The Club's flight rules. Crashes occurring outside the green & red zones are considered to be within active Landfill operations.

- Members are not permitted to enter or search these areas on their own.
- Members must notify Landfill staff of the crash (see Landfill Assistance below) and ask for further directions.

- If a crash happens outside of the green & red zones and during hours when the Landfill is closed, a crash report must be submitted immediately using the crash reporting system. The member shall then contact the Landfill staff to relay the location of the crash and ask for directions concerning recovery the next time the Landfill is open for business.
- All such crashes happening outside of the green & red zones must be reported using the crash reporting system regardless of recovery status.

5. Crash Reporting Requirements

When a crash report is required, the approximate crash location shall be logged using the on-line crash reporting system. Use your cell phone to scan the QR code on the bulletin board and start the reporting process.

- Reports should be completed as soon as practical while details are fresh.
- Members shall describe the location using available references such as landmarks, fence numbers, direction and distance.
- A crash flag may be used when safe and appropriate to help identify the general area of the crash.
- If a member is unable to submit a crash report due to lack of cell phone or lack of ability to use the on-line reporting system, another member may do so on their behalf. Any cellphone can be used to submit a crash report.

All reports are reviewed by the club President and may be forwarded to the Landfill for their records. Additional search efforts may be organized, if necessary, prior to any final report to the Landfill.

6. Landfill Assistance

When assistance from the Landfill staff is required:

- During normal weekday business hours, contact the Landfill main office to ask for assistance.
- On Saturday business hours, contact the outbound scale house attendant to ask for assistance.
- For all other times, members must wait until the Landfill reopens to ask for assistance, however a crash report shall be submitted immediately.

Members shall follow all directions provided by Landfill personnel and understand that access to certain areas may be limited or denied.

7. Safety Emphasis

Fire prevention and operational safety are of paramount importance.

- LiPo batteries fuel tanks must be recovered whenever it is safe to do so.

- Debris that could damage equipment or endanger personnel must not be left unreported.

FIELD COURTESY:

1. Field courtesy is expected from all members.
2. Communicate with your fellow pilots. Fly at adjacent flight stations when possible so your fellow pilots can hear your announcements. Acknowledge all announcements from fellow pilots. Use a loud, strong voice in your communications. The flying field can be a noisy environment. Two pilots standing far apart (at flight stations #1 and #4, for example) and whispering announcements does not amount to good communications.
3. Using a loud, strong voice, announce your intentions:
 - a. "Taking the field".
 - b. "OK to take off?".
 - c. "OK to hand launch?".
 - d. "Taking off".
 - e. "Landing".
 - f. "Back-taxi".
 - g. "Man on the field".
 - h. "Clear". (meaning the completion of a task, e.g. aircraft is clear of the runway, or, someone who was on the field is now off the field).
 - i. And any other announcements that will help facilitate communication & coordination between pilots flying.
4. Electric airplanes can be ready for flight and brought to the flight stations quicker than I/C planes. When the field is busy and there is a wait for flight stations, do not jump ahead of a I/C pilot who has just started his engine and is about to take a flight station.
5. When other aircraft are flying, takeoff parallel to the runway centerline and join the pattern gracefully. Do not take off at 90 degrees to the runway unless you specifically announce your intention to do so and received acknowledgment.

SPECIAL RULES:

1. During contests and/or fun-flys, the field is under the direct supervision of the Contest Director. While basic field safety as well as flight and security rules shall be adhered to, a Contest Director shall have discretion over the way the field is used.
2. All control line flying shall be confined to the designated blue control line circle (see Flying Boundaries Map).
3. Fireworks and rockets are prohibited from the flying field.
4. Wet fuel turbines are prohibited from the flying field.