

## SAFETY RULES

Retaining our privilege to fly at the JSC Antenna Range site depends on every member taking personal interest in following and enforcing the AMA National Safety Codes, JSCRCC field safety and JSCRCC field procedures. Read them, memorize them, and follow them! Any JSCRCC member who does not comply with or follow the safety procedures and rules stated herein will be subject to having his/her club privileges suspended, or club membership terminated, depending on severity or reoccurrence of the infraction. Safety rule violations shall be submitted in writing to the Safety Officer and/or board of directors. This must include at a minimum the persons name, witnesses, and violation.

### SAFETY RULES

1. All AMA National Model Aircraft Safety Codes are safety rules at JSCRCC.
2. Pilots are encouraged to utilize assistance from other modelers in holding aircraft during engine startup. When human assistance is not available, mechanical hold down devices (several provided by the club are available at the field) can be used.
3. Maiden flights of a new or repaired aircraft shall be announced to the pilots present.
4. All low altitude high speed passes shall be performed at the far edge of the paved runway, outside the far end solid white line.
5. Taxing, Take-off & Landing
  - a) Three major Directional Flight Lines (DFL) are provided to accommodate the wind direction (See Figure 2).

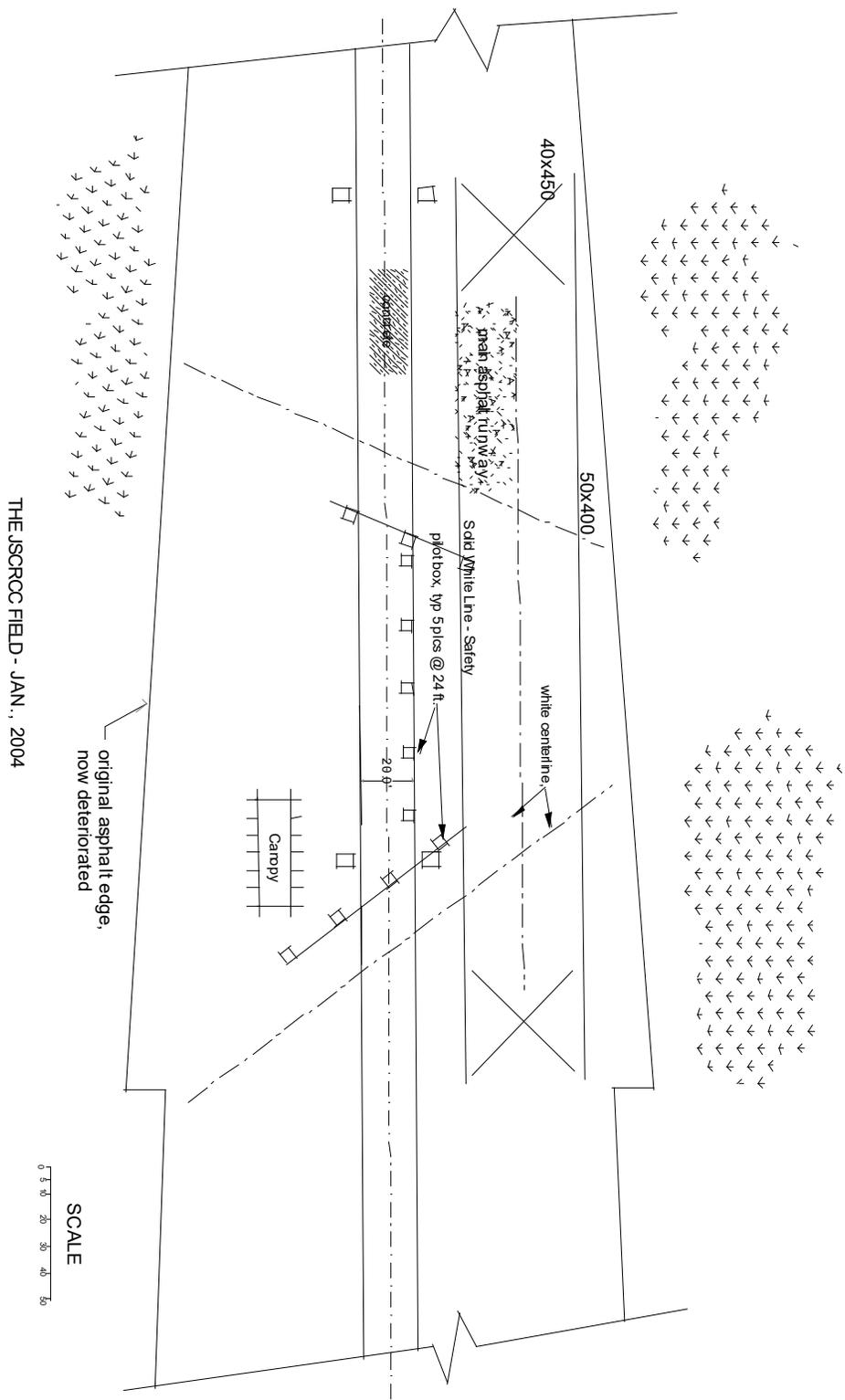


Figure 2. Field Layout

- b) Depending upon the direction of the wind, the "Current Flying Session" (CFS) flight line will be determined by the flyers present on the field.
- c) No taxiing out of the pit area under the aircraft's own power. Planes should be hand controlled until outside the pit area. **NO TAKE OFFs FROM THE PIT AREA!**
- d) All powered take-offs and landings will be done within the CFS flight line areas.
- e) Pilots will fly from within the pilot boxes behind the designated "Safety Line". Multi-Rotor and helicopter pilots if flying alone at CFS or with only multi-rotor or helicopter pilots by mutual agreement can push safety line and pilot boxes East onto runway up to far edge of pavement.
- f.) Special rules for Alternate CFS:

Hand launched aircraft may be launched and landed in the "Alternate CFS" (grass area west of pavement). Takeoffs shall be away from pavement, and all flying including landings shall take place at least 25 feet out from pavement, landings will parallel to pavement. Low altitude high speed passes will be at least 75 feet out and parallel to pavement. No intentional flying over concrete, parking, spectator or pits. Note: no pilot boxes are provided for alternate CFS, pilots will stand and fly from edge of concrete, which is the "safety line" for this CFS.

Helicopters and Multi Rotors may use "Alternate CFS" as per above and: takeoffs and landings may be from edge of concrete provided this area (helipad) is 25 feet north or south of last parked vehicle or canopy.

- g) Helicopter and multi rotor blades will be engaged only on the runway or designated helipad - not in pit area or taxi way.

## 6. Location of Pit & Spectator Areas

- a) The "PIT" area is where all pilots and equipment are kept, including field boxes, planes, helpers, coolers, chairs, etc. deemed necessary by a pilot (see Figure 2).
- b) If a plane's engine quits on the runway just prior to an attempted take-off, the pilot and/or helper should make every attempt to clear the plane from the runway quickly.
- c) The "Spectator" area is located behind the Pit area for a distance of 15 feet and running parallel to the Pit area. Visitors and spectators should be directed to this area as quickly as possible to maximize the safety of the people and minimize the disruption of the flying activities.

- d) When approaching the field from the parking area behind Bldg. 14, vehicles will travel, without stopping, at a speed less than 20 mph, on the same side of the field as the airplane pits.
7. When the JSCRC Club and the NASA/Houston National Rocket Club are using the JSC antenna range at the same time, the following safety rules will be followed:
    - a) Everyone will proceed with caution from the parking area behind Bldg. 14 while observing aircraft and rocket activities and following procedures given in 7 d above.
    - b) People on foot may proceed with caution, walking on the airplane pit side of the field, avoiding the airplane landing strip.
    - c) Vehicles returning from the rocket launch area at the end of the field will follow the reverse procedure given in 7 d.
    - d) While vehicles are traversing the flight line area, airplane pilots will fly their planes in a pattern outside the runway area, and will not, under any circumstances, over fly the runway. In the event of loss of power, every effort shall be made to land away from the vehicular traffic.
    - e) An attempt will be made by each organization to sound an audible alert in the event an out-of-control model situation occurs.
  8. All electric powered aircraft shall not be connected to battery power in the pit or spectator areas. After flying disconnect motor battery before entering the pit or spectator areas.
  9. All LiPo and similar batteries shall be charged in an appropriate safety container.
  10. Cell phone capability must be present during all flight sessions for emergencies. The emergency phone number is 281-483-3333. NOT 911!
  11. Every reasonable effort shall be made to locate and retrieve Lipo batteries dislodged during flight.