

# RULES, ISSUES and SUGGESTIONS

Over the holidays we reviewed safety rules which must be observed at Cannon field. We have very few "local rules" which supplement the AMA Safety Code which, of course, must be followed at all times. Through these discussions we came up with a few items which should be common courtesies and procedures but are violated often enough to call to your attention. Here are our "lists".

**Please take the time to read them and take them to heart.**

## HARD AND FAST RULES:

1. **NEVER** drive around the gate to get to the field. YOU are responsible for your guests. Make sure they know about the gate and meet them there to let them in if driving in a separate vehicle. NEVER give out the gate combination to anyone!
2. **Do NOT ever** drive any type of vehicle in any of the agricultural fields surrounding (and including) our field. Drive on the access road and park in the designated parking area(s) ONLY.
3. **Do NOT fly over the house** near the gate (or even in near proximity). Not only is this a safety issue, but a noise/landowner issue.

**NOTE:** Violations of any of the preceding three rules will very likely result in termination of our lease and therefore the loss of the flying field! Driving in any of the fields is trespassing so the landowner can both legally shoot you AND press criminal trespassing charges.

4. Refrain from overflying the public roads bordering the field. Neither we nor the landowner need to provoke any kind of public outcry.
5. Do NOT arm electrics in the pavilion area.

**ISSUES AND SUGGESTIONS:** Club leadership is hesitant to translate a series of possible issues into hard-and-fast club "rules" because 1) most seem to be common sense, 2) some are mere common courtesies, and 3) they may only apply when there is a crowd at the field. We strongly suggest that you read them with an open mind and put yourself "in the other guy's shoes".

1. Pattern, 3D and "foamie" flyers alike need to share the field. When there is a crowd of flyers present: Foamie (and other very small mostly 3D electrics) should use the open field to the North-West of the runway. A club rule is no more than 4 airplanes aloft at any given time (not including foamies/helies in the West area). However, common sense says that close-in 3D and pattern do not mix well. If the pattern guys are up, 3D should wait and vice versa. Give the 3D guys their chance—they can be quite entertaining. 3D guys don't risk your \$5-Grand airplanes in a collision with a pattern plane.
2. 3D pilots-planes of ALL sizes: PLEASE do not do close-in maneuvers when other pilots are flying. This courtesy is especially violated by pilots of smaller electrics. Your antics close to our noses is not only unsafe but breaks our concentration as well.
3. Fledgling student pilots and maiden flights are normally given the right to fly by themselves. Student flight rules are kind of vague but give them room. Maiden flight rule is absolute if the pilot requests (and announces) it.
4. It is generally not a good idea to do maneuvers pointed toward the pit/pavilion area when "close-in". If there's only a few others there and they are aware of you, fine---but not when there is a crowd present.
5. Please don't start then constantly rev or run your engine in the pit area for a prolonged period. Three test stands are provided for that. How would you like to be at one of the flying stations (with a plane in the air) with someone revving that loud engine directly behind you? Warming up a "gasser" can be done at the far taxiway.
6. When the pit area is occupied, remember that the white safety line on the taxiway is there to remind you to shut down your engine and DON'T taxi back to your parking spot...walk or carry it back! Yes, even electrics.
7. Tables in the pavilion area should be used for assembly, disassembly and clean up only. Please don't "stake your claim" to one of the tables and occupy it with your plane(s) and other paraphernalia for the whole day.
8. Helping or observing some other pilot who is flying? Be sure that your little "gaggle of friends" is not obstructing the approach view of other pilots flying. Step back a couple of paces to clear the view. Some us "vertically challenged" pilots have problem enough seeing through some of you bigger guys. It's not just courtesy, it's for YOUR safety...let the pilot to the right of you see the approach path.
9. Action announcements: "Coming out" (entering the runway to take off), "landing", "crossing the runway" or "on the runway" (to retrieve a plane) are just as important as "dead stick!". Other pilots need to know that an unsafe condition exists on the runway. And don't forget to yell "clear" when the condition no longer exists. A quick look down the runway before gunning it doesn't hurt either.
10. Currently, tie-downs are available only along the fence in the pit area. If you expect a busy day (nice weather weekend, fun-fly, etc.) it's probably a good idea to bring along some sort of tie-down device. Several of us use the stakes that come with Christmas lawn decorations and a hank of rope. The ground is very soft so the stakes go in and come out easily but will still hold your plane. If nothing else, ask someone nicely to help you hold your plane. Good way to make new friends while preventing accidents. Please note that we are working on a safe way to provide more permanent tie-downs, perhaps by extending the fence.
11. Other than the AMA rules, there is no specific club rule regarding engine noise and db meters are quite expensive. Suffice it to say that you should make every effort to ensure that your engine is properly muffled. I understand that can be quite expensive for the gassers, but I would hate to lose the field over one or two overly loud planes.
12. Obey the pattern directed by the wind! If the wind is generally from the North dictating a right hand takeoff/pattern/landing and you can not do that, you should learn how or DO NOT FLY THAT DAY. If you fly contrary to the prevailing pattern and there is a mishap with someone else then you are at fault!