

Buc-Le Aero Sportsmen Field Safety Rules and Regulations

- 1) Safety of all persons is to be the general concern of all club members.
- 2) It is recommended that all channel frequency transmitters (i.e. 72 MHz, Ham Band) be placed in the transmitter impound immediately upon arrival at the field. Check that they are turned off. With the ever increasing use of 2.4 GHz radio equipment and subsequent diminishing use of channel frequency equipment we are no longer making it a requirement to impound radios. However, great care and responsibility must be taken to use the frequency pins if you are using channel frequency equipment to ensure there are no frequency conflicts between members.
- 3) Before turning your transmitter on, your membership card, or in the case of a guest flyer, a current AMA card **must** be placed on the pin board in the slot represented by your *physically verified* transmitter frequency whether it is a channel frequency or 2.4 GHz. **If utilizing channel frequency (i.e. 72 MHz, Ham Band) equipment and you do not have the pin, never turn on your radio until obtaining the correct frequency pin.** If you are utilizing 2.4 GHz equipment you are **not** required to take a 2.4 GHz pin. You must still however place your club membership card, or in the case of a guest flyer, a current AMA card in a corresponding 2.4 GHz slot and turn the pin downward so that it can be read. This is to verify that everyone flying is a current club member, unless they are a guest of a current club member.
- 4) All members must have a current AMA membership card with them. If an F.C.C. card is necessary to use a frequency, that card must be held/shown if asked. Turbine waivers must also be held/shown if asked when flying a turbine.
- 5) **Club Guest Policy:** Guests are allowed to fly at the Buc-Le field a total of **three (3) times per year**. The guest must be invited and accompanied by a current Buc-Le member. The hosting Buc-Le member **Must** notify their guests of all club rules and regulations. This is to include all out of bounds flying areas, especially the rule of no flying behind the flight line toward the turnpike. All hosting members must precede their guests into the field and guests must leave when the hosting member leaves. **Under no circumstances are any guests to be given the gate lock code in order to enter the field.** All flying guests must be a current member of the AMA. All flying guests must display their current AMA card on the frequency pin board while flying.
- 6) All flying shall be done over the designated overfly areas only. Please see the attached diagram for the approved overfly areas. This is especially critical when flying fast moving aircraft such as turbine jets. Keeping our neighbors happy is of upmost importance and flying beyond the designated overfly areas may cause aggravation. **DO NOT FLY BEHIND THE FLIGHTLINE OR THE EXTENDED FLIGHTLINE!!** The turnpike is a major issue. You will be warned and if you continue to fly beyond the designated overfly areas or behind the flight line.....action will be taken. Expulsion from the club without a refund of club dues is an option.
- 7) A catch-can **must** be used when fueling your plane. Milford Township does not want any excess fuel draining onto the ground.
- 8) Do not taxi into or out of the pit area. Aircraft must be pushed out to the flight line after startup and pushed back in after shutdown.
- 9) Do not run engines in the pits other than start-ups & **quick** adjustments. If you must tinker with your engine, take it down near the pond. No one needs to be subjected to the unnecessary dangers of a spinning prop in the pits, not to mention the aggravating noise.
- 10) Pilots must call their takeoffs and landings. A plane with no engine running shall have first priority to land. Any plane on the runway must be removed as soon as possible after the pilot warns everyone that someone will be on the runway. The pilot will call out when the runway is not clear and then again when it is clear. A plane landing in the farmer's field will be removed with the least amount of help to minimize crop damage.
- 11) Pilots and helpers will stand on the mats located on the flight line.

- 12) The prevailing wind direction will determine the takeoff and landing patterns. It is the responsibility of every member to learn to takeoff and land from both directions while **staying in front of the flightline**.
- 13) Pilots flying "3D" maneuvers in the pattern shall give way to aircraft flying in the pattern. Extreme caution shall be used to prevent mid air crashes. A spotter is strongly suggested.
- 14) **New novice members** who are learning to fly must have the back of their membership card signed "sign off" before they are allowed to solo on their own while NOT under the tutelage of their respective instructor. This is to ensure that the novice pilot is able to maintain safe control of their aircraft at all times. In order to obtain the instructor sign off, the novice pilot will demonstrate his/her ability to start the engine, taxi out for takeoff, takeoff, make both left hand and right hand patterns, land, taxi back and shutdown. The demonstration of ability must be completed in a safe manor, always remaining in front of the flight line and while NOT on a buddy box. Upon successful completion, the back of the pilot's membership card will be signed by the respective instructor pilot.
- 15) **New club members** who are already accomplished flyers, before their first flight at the field, must demonstrate ability to safely operate their aircraft to any club officer, safety officer or club instructor pilot.
- 16) **Turbines:** Anyone operating a turbine aircraft must display their AMA turbine waiver card. All turbines are to be started on the turbine start-up pads. Please use the respective pads dictated by the prevailing wind of the day (if any). i.e with Northerly wind use the SOUTH pads, etc. If smoke system equipped, perform the "SMOKE CHECK" on the start pads ONLY, not on the grass or runway. Jets must either be carried or pushed to the centerline of the runway. Take-off roll will commence immediately. You may not sit there with the brakes on and spool up your engine. Upon landing, do everything possible to minimize damage to the grass, i.e. carrying the plane or pushing it back to the pits if possible. Those of you with downward canted engines need to be extra careful.
- 17) **Turbines from 2015 onward:** While Buc-Le welcomes turbines to our facility we currently have very few members involved in this facet of the hobby. Our members currently fly many different types of aircraft to include smaller electric powered aircraft, glow powered sport aircraft, control line aircraft, helicopters, giant scale aerobatic and warbird aircraft. There is concern, should we see a large influx of turbine powered aircraft enter the club, and how they would mix with our current fleet of aircraft. For this reason we will have a trial period for turbine powered aircraft to include the following: **A)** Not to include current Buc-Le members, a maximum of five (10) new turbine waived members who intend to fly turbine powered aircraft at the Buc-Le field will be accepted. **B)** New turbine flyers are prohibited from bringing non club member guest flyers who also intend on flying turbines. **C)** Turbine flyers will require a spotter at all times during their flight. **D)** Turbine aircraft must adhere to the same overfly areas as all other aircraft (See Diagram). **E)** A maximum of one (1) turbine powered aircraft is allowed in the air at any given time. **F)** All new turbine flyers will fall under a probationary period as the club determines the suitability of integrating a large number of turbines into it's already existing population. **G)** All of the above points will be reevaluated on a regular basis during club meetings to determine if it would be suitable to relax the maximum number of turbine waivers in the club as well as lifting the probationary period, add more restrictions or keep everything status quo. **H)** Should any turbine flyers fail to adhere to these rules, a warning will be issued. Continued failure to adhere to the rules will result in expulsion from the club without a refund of club dues.
- 18) **FPV sUAS from 2017 onward:** For a trial basis we are going to allow FPV(First Person View) flying at Buc-Le. We want to see how FPV flying will mix with our current community of VLOS(Visual Line of Sight) flying. AMA Document #550 which governs FPV sUAS flying will be strictly enforced. This trial period for FPV flying at Buc-Le is necessitated by areas of concern to include:

- a) Limited field of view presented by FPV equipment will make it very difficult to see and avoid VLOS aircraft that are also flying.
- b) Limited field of view presented by FPV equipment will make it very easy to become disoriented, resulting in aircraft traversing no fly zones, such as flying behind the flight line or flying toward or over the turnpike.
- c) We have many members who fly large, expensive aircraft VLOS. With the difficulty to see and avoid while flying FPV, mid airs between FPV sUAS and VLOS aircraft are a distinct possibility. Without doubt, a mid air between an airplane and FPV sUAS would most likely be catastrophic for the airplane which is constructed out of materials which are much less resilient compared to a quad copter constructed completely out of carbon fiber.

During this trial period we fully expect FPV pilots to exhibit good judgment, common sense and common courtesy when flying, as to not interfere with other VLOS aircraft in the air at the same time. Until such time that we can ascertain that FPV and VLOS flying can fly together in harmony we are asking that FPV pilots fly when the airspace is not congested with VLOS aircraft. VLOS aircraft will take precedence over FPV aircraft until further notice.

Prior to flying FPV at the Buc-Le field, a pilot must:

- a) Both pilot and spotter must be able to demonstrate to a club officer, safety officer or club instructor pilot, ability to fly their sUAS via VLOS(Visual Line of Sight) and be in complete control prior to flying the craft utilizing FPV equipment.
- b) Must have one(1) spotter for each FPV pilot.
- c) The aircraft must remain VLOS with the spotter at all times.
- d) The FPV pilot must be able to relinquish control of the aircraft to the spotter should control via FPV come into question. If practical, utilization of a buddy box system would be optimum.
- e) The aircraft must remain in the designated over fly areas of the flying field at all times. (See diagram)
- f) Must never fly behind the flight line or anywhere toward, near or over the Turnpike.

This FPV trial period will be evaluated at the end of the 2018 season to determine if FPV flying will become a permanent fixture at the Buc-Le field.

- 19) All engines shall be equipped with a muffler. Members *must* exercise good judgment to keep noise to a minimum.
- 20) Avoid all full size aircraft and birds.
- 21) All spark type engines must be equipped with a “kill switch”. Glow engines should be able to be shut off with low idle trim from the transmitter.
- 22) No smoking in the pit area.
- 23) All spectators will remain outside of the pit area and/or flight line unless accompanied by a club member.
- 24) **Camping:** Is allowed at special events only. Camping other than special events may be allowed on a case by case basis with prior permission from a club officer. Permission should be solicited via email to any club officer. There is to be absolutely no fireworks of any kind set off.
- 25) Absolutely no alcoholic beverages are to be consumed while operating an aircraft at the Buc-Le field.
- 26) **Night Flying:** Night flying is limited to park flyer size electric aircraft only.
- 27) Flying alone is discouraged.
- 28) Should any member fail to adhere to these rules, a warning will be issued. Continued failure to adhere to the rules will result in expulsion from the club without a refund of club dues.

Aircraft Overfly Areas for the Buc-Le Field

All aircraft shall remain within the confines of the area outlined by the red lines. The reasons are twofold. To preserve our relationship with our surrounding neighbors and to provide a buffer area away from the turnpike. **Under no circumstances are any aircraft to be flown behind the flight line/extended flight line toward and/or over the turnpike!** Should aircraft controllability be in question and it appears a safe landing cannot be made on or around the field, you are **expected** to dump the aircraft while it remains within the confines of the red lines on the diagram.



Be safe and have FUN!