



April 30, 2016

# Flying Tigers Radio Control Model Club

## Field and Safety Rules

1. Individuals flying at the field must be registered with the FAA and Toledo Metroparks. You must wear your Unmanned Aircraft Metropark Permit badge when flying any aircraft.
2. No person having consumed or being under the influence of alcoholic beverages or controlled substances shall operate any radio-controlled devices.
3. Airspace boundaries are:
  - a) EAST - East tree line SOUTH - Reasonable extensions to the designated flight line.  
WEST - Eber road - North tree line
  - b) HEIGHT - No higher than 400 feet.
4. Flying and running of engines/motors is restricted to 9:00 AM until dusk.
5. All aircraft shall face away from the spectator area when started or running.
  - a) No engines/motors shall be started behind the pit area fence.
  - b) No pilot shall leave a running aircraft unattended.
6. Absolutely no flying is allowed to the rear of the designated flight line, or a line considered to being an extension of the flight line. Absolutely no flight is allowed above or behind the pit area.
7. Designated pilot positions have been established along the flight line and will be used for all flying, with the exception of the designated station/hovering area for helicopters.
8. All take-offs, landings, dead-sticks, or mechanical malfunctions in flight shall be announced in a loud clear voice to all other fliers by the pilot
9. No one is allowed on the "active" part of the field (north of the designated flight-line) while there is aircraft in the air without specifically advising all other active pilots on the flight-line. All involved parties will also be notified when the situation ceases.
10. There shall be absolutely no taxing back to the pits with the aircraft facing the spectator area. Taxing from the pits to the flight-line to takeoff is permitted.
11. A landing aircraft has the right of way over an aircraft taking off. A dead-stick aircraft has the right of way over all other aircraft or people on the field.
12. There will be no flying while the field is being worked on. However, an archer or park ranger in an area not immediately at risk shall not be cause to terminate flying, but all over-flight shall be directed away from his area.



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If you have any questions or don't understand any of these rules, don't hesitate to ask the Field Safety Officer, or any club officer. Commonsense, respect for other pilots, and good field etiquette all go a long way towards minimizing required rules.

Violation of these rules, unless otherwise stated, will be a verbal warning. For the second time in a season a 2 week flying privilege suspension. For a third time, in the same flying season, The Safety Officer and the Trustees will recommend the actions taken including possible termination from the club.