

DESERT HAWKS SAFETY AND OPERATIONAL RULES

The objective of the Desert Hawks is to maintain and operate a model airplane flying field for the enjoyment of its members, their guests and visitors. We seek to conduct operations in a safe and orderly manner, while providing a relaxed and enjoyable environment. Because of the ever increasing number of participants, the potential risk to people and equipment, a few common sense rules are necessary. The following rules and procedures govern all flying activities by all at Sterling Field.

1. Desert Hawks flying field operates under the guide lines and protection of the AMA's prevailing Field Safety Rules. (copy in model aviation magazine)
2. Current A.M.A. membership is required for all pilots flying at Sterling Field, except student trainees flying with an AMA rated pilot instructor.
3. Daily field user fees are required by all non-members. Guests of club members may fly 3 times for free during each calendar year.

FREQUENCY CONTROL:

1. All radios will be placed in impound while not in use.
2. Do not turn your transmitter on without your membership card in the slot of the frequency board that corresponds to your channel and the channel pin is clipped to your transmitter. Transmitters will be turned on only on the flight line while flying, at the test table located at each end of the flight line or at the test bench located next to the barn. Clip the red test pin on the frequency board if you are at the barn. When you are done flying or testing, your transmitter will be turned off and return it to impound. Transmitters are not allowed on the work tables in the pit area.
3. If two or more pilots are using the same channel, only one pilot can be pinned up at a time. When the active pilot has finished flying and his radio is off and back in impound, he will "De-Pin" so the other pilot has access to the channel pin.

ASSUMPTION OF RISK AND FINANCIAL RESPONSIBILITY;

1. Desert Hawks acknowledges there are certain risks in model aviation where a variety of circumstances may result in loss or damage of one or more models. The Desert Hawks recognizes a "No-Fault" policy governing accidents with the following exceptions:

a. Pilots operating equipment in a flagrantly unsafe manner, under the influence of alcohol or controlled substance will be financially responsible for any and all damages they cause.

b. Pilots who turn on their transmitter without having the channel pin in their possession will assume all financial responsibility for any and all damage caused by the pilot that is pinned up on that channel.

c. Financial responsibility will be the repair and/or replacement of any airplane, motor, radio or equipment the airplane damaged when it crashed. Repairs must be agreeable between all parties involved.

FLIGHT OPERATIONS:

1. Eight flight stations are available along the runway, however, only 5 aircraft are allowed in the air at one time.
2. When you have completed your flight, remove your plane and equipment from the start up station to make way for the next pilot, even if there are other tables available.
3. When extended run-up or engine tuning is needed, move your equipment to one of the test tables located at either end of the flight line. Breaking in a new engine or extended running should be done adjacent to the lower storage barn. You must have the channel pin on your transmitter before you turn on your transmitter at either location.
4. Wind direction determines take off/landing direction. Pilots are expected to communicate with each other on their intent by announcing landing, taking off, dead stick, low passes, etc.
5. Pilots walking onto the runway will announce their intent to other pilots still flying.
6. Pilots will stay behind the pilot station fence when operating their aircraft.
7. Pilots announcing "Dead Stick" have immediate right-of-way of the runway.
8. Except for landing, all pilots will fly beyond the outside edge of the runway, furthest away from the flight line.
9. Electric aircraft (Foam's) will fly and land over the carpet at the upper end of the short runway.
10. It is recommended that all pilots use a spotter when flying.
11. It is not recommended that you run your engine or fly if you are the only one at the field.

NOISE CONTROL:

1. All aircraft engines larger than .060 CI will have mufflers. "No Exceptions"

SPECTATORS AND PETS;

1. Children and pets are to be under the control of their owner at all times.
2. Pet owners will pick up after their pets.
3. Spectators are not allowed on the flight line beyond the pilot's only fence

MISCELLANEOUS:

1. Camaraderie among club members can be lots of fun, but remember, you are responsible for what comes out of your mouth.
2. Safety is everyone's responsibility. We are all members of the safety committee. If you see someone violating a safety rule, take time and talk to them about it. Board members and the safety officer can't be at the field every hour of every day.
3. Remember, continued misuse of the safety rules will result in disciplinary action as indicated in the by-laws.