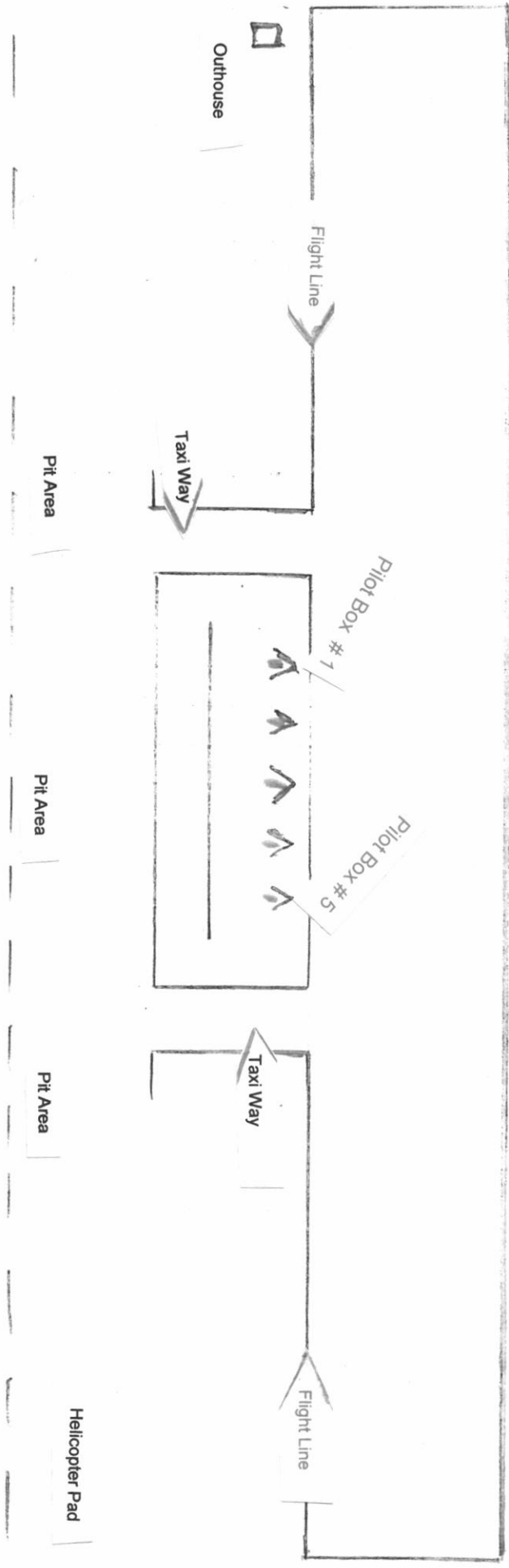
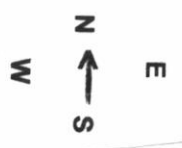




Trees

Trees



Outhouse

Pit Area

Pit Area

Pit Area

Helicopter Pad

Shelter House

Club Storage Buildings

Parking Area

Parking Area

No Flying Zone

Mound

No Flying Zone

E  
N ← S  
W

Trees

Trees

No Flying Zone

No Flying Zone



Outbuilding

Truck Stop

Truck Lane

Truck Lane

Truck Lane

Truck Lane

Indicator Post

Parking Area

Parking Area

Storage House

Gate Storage Building

## Licking County Radio Control Club

FIELD RULES    *PAGE 1 OF 2*

For the protection of you, the club, and this flying site,  
ALL FLYERS MUST HAVE a CURRENT AMA license.

Flying is available to club members, guests and spectators all year long, Seven days a week 8:00am to 10:00 PM. Night flight is permitted ONLY if a spotter is present to help, AND with the proper identification lighting on the aircraft.

Flying operations must be done in accordance with the AMA Safety Code. It is YOUR responsibility to know and observe the AMA Safety Code.

The field is closed when the farmer is working in the following fields. Absolutely NO exceptions. If you are already flying before the farmer enters the fields, you must land immediately and cease flying as long as the farmer remains in the fields. The no-flying zones are the fields immediately adjacent to the LCRC area on the north, south, and east.

Flying privileges will be extended to guests for a maximum of 3 visits per year. Guests must have adequate proof of AMA license and must be accompanied by a flying regular member. Guests are not to participate in club events that are limited to LCRC members only.

All children are to remain in the picnic shelter or parking areas or in the pit area when accompanied by an adult. Do not allow children to play on the runways, pilot box, or climb on the wind direction tower.

Parking is permitted in the pit area or graveled parking lot only, not on the driveway or runways.

Absolutely no alcoholic beverages or fires. Fires such as a grill are not permitted unless in conjunction with a club sponsored activity.

All trash (paper, used airplanes, broken props, etc.) must be picked up and taken home. Each member must properly dispose of his/her own trash.

When an aircraft lands in the farm fields, please, only those persons necessary to recover the aircraft should enter the fields to prevent crop damage.

FIELD RULES PAGE 2 OF 2

Please keep the outhouse clean.

All gasoline powered models must include a suitable fire extinguisher in the pit area.

An EFFECTIVE muffler is required on all 2 or 4 cycle engines, .09 cubic inch displacement or higher. Effective is defined as original equipment type (or equivalent of similar or better noise reduction). All tuned pipes must be of the muffled variety. NON-effective types such as the "Dubro Stack" will only be acceptable on scale or stand off scale airplanes. Mini-pipes will only be allowed on quarter midgets or formula one airplanes. If your airplane is not scale or a pylon racer, you will be expected to have an effective muffler.

All aircraft should be safety checked and range tested prior to flight.

All frequencies must be shared with others. Pins for each frequency are provided. Your transmitter may only be turned on when you possess the correct pin for your frequency and your current AMA card is placed in the proper slot on the frequency pin board. After each flight offer the use of the pin to others on the same frequency and place your idle transmitter in the impound rack located in the shelter house. All transmitters at the field not matched with the correct frequency pin must be kept in the transmitter impound rack. When your flying session is complete place the pin back on the rack and remove your AMA card before leaving.

NO hand launching from, near, or towards the pit area or pilot box. This pertains to any aircraft type, powered or non-powered. When taxiing back toward the pits area, stop your engines at the end of the taxi way and carry or pull your aircraft back to the pits.

Flying over the pit area, cars or spectators are not permitted at any time.

Helicopters are not permitted to hover from the pit area to the helicopter pad. The helicopter pad area is located at the far south end of the pit area directly in front of the storage building.

Call out to other pilots when preparing to takeoff or land. Dead airborne aircraft should be called out to receive priority use of the runways.

## **FREQUENCY SAFETY**

Upon arriving at the club field, all radio transmitters should be placed in the impound rack. Your transmitter may only be turned on if your frequency pin, for that frequency (channel), is available. Take the frequency pin from the frequency pin board and place your AMA card in the pin slot.

When finished flying, return the pin to the frequency board so others may use it and return your transmitter to the impound rack.

## **DON'T FLY ALONE**

It is always a good idea to have someone else with you when you fly. In case of an accident or injury, you may need the help of another person.

It is also a good idea to have a spotter standing with you in the pilot box so that he can be another set of eyes informing you of the action of other planes.

## **RUN AWAY OR BROKEN PROP**

When in the pit, starting and running an engine, be aware of the direction your prop might travel if it were to be separated from your engine. A loose or broken prop can travel a long way in a hurry.

Keep your body out of that line of travel and position your plane so that other people in the pit are not at risk.



READ THE CLUB RULES and then use these rules, hints, and tips for further safe flying.

REFER TO FIELD DRAWINGS .....Page 1 and 2

NO FLY ZONES .....see Page 2

Fly only East of the Pilot Boxes. Do not fly behind the Pilot Boxes, Not over the Spectator area, Not over the Shelter House, Not over the parking area, Not over the Pit Area.

Several hundred feet North of the field there is a mound (running East and West), which separates the cultivated farmland from the Newark City Compost Area.  
Do Not Fly North of that mound.

Observe the "NO FLY ZONES" indicated on the field drawing ..... see Page 2

#### FOR TAKEOFF SAFETY:

When Taking Off into the wind toward the North, Inexperienced pilots should taxi onto the field in front of Pilot Box #1 and Take Off to the North....OR... When Taking Off into the wind toward the South, taxi onto the field in front of Pilot Box #5 and Take Off to the South.

Doing this will place the aircraft well to the North or well to the South away from spectators in case there is a control problem upon liftoff. There should be plenty of field length available for takeoff following this guide. However, should an aircraft require more space for takeoff, the starting point might be moved back.

Upon liftoff, always turn away from the flight line (to the East)

#### PRACTICE MANEUVERS

Inexperienced pilots should not practice Aerial maneuvers in front of the pilot box area. Practice at the North or South ends of the field so that if there is a problem with control of the aircraft, other pilots and spectators are not at risk.

#### Blue Sky TIP

When flying over wooded areas, always visually keep some BLUE SKY between your aircraft and the treetops. This will ensure you have enough altitude to stay out of the trees.

#### LANDING APPROACH

When lining up for a landing approach, a pilot should keep his shoulders parallel to (square to) the flying field. This helps to keep the approach lined up with the field and reduces any tendency to line up or drift behind the flight line.