

LCAA CLUB FIELD RULES

The objective of these Club rules is to extend the privilege of enjoying the R/C hobby to all members and authorized guests, with maximum emphasis on safety and control. While this guide sets forth Club rules for this objective, nothing herein should overrule common sense and courtesy.

GENERAL ITEMS

FLYING REGULATIONS

1. All model aircraft operation must be in accordance with the Official Academy of Model Aeronautics (AMA) Safety Code, Federal Aviation Administration (FAA) Unmanned Aircraft Systems (UAS) Rules and flight restrictions described in "Notices to Airmen" (NOTAMs) and the Special Flight Rules Area (SFRA) restrictions for our field, and these Field Rules. FAA UAS Rules do not apply to model aircraft under 0.55 lbs.(8.8oz).

PILOT IDENTIFICATION

2. All pilots must be current members of the Academy of Model Aeronautics and registered with the FAA.
3. To engage in flying activities at the Club field a pilot has to be a member of the Club or be a guest of a member of the Club.
4. LCAA pilots must wear the plastic ID tag with their membership card inserted in a conspicuous location on their person and have their FAA Certificate of Registration available. Guest pilots must wear the plastic ID tag with their AMA card inserted in a conspicuous location on their person and have their FAA Certificate of Registration available.
5. All aircraft flown at the LCAA Club Field must have the owner's AMA number in an accessible place on their aircraft and the owner's FAA number on the outside of their aircraft.

GUEST PILOTS

6. Guest pilots who are AMA members may fly at our field only when an LCAA sponsoring member is present. Guest pilots are limited to 3 flying days per calendar year.
7. Sponsoring members are responsible for assuring that their guest's conduct is in accordance with the Field Rules.
8. Guests who do not have an AMA membership may only fly using a buddy box with the master control being operated by a sponsoring LCAA member who is a qualified pilot.

GENERAL FIELD CONDUCT

9. Members must:

- a) Ensure that the LCAA shed remains unlocked when flying at the field.
First aid kit and fire extinguishers are located inside the shed.
- b) Ensure that spectators are aware of restricted areas.
- c) Supervise their children and leash their pets.
- d) Children and pets are not allowed in pit area.
- e) See that their pit area is free of litter, cigarette butts, airplane parts, etc.
- f) Take their trash home with them.
- g) Provide responsible adult supervision (age 18 or older) for all Junior pilots (under age 16).

SECURITY

10. The last member leaving the field is responsible for assuring that our property locks are secured at the field gate and shed.

BANSHEE REEKS NATURE RESERVE REGULATIONS

Our field is located in Banshee Reeks Nature Reserve and is governed by the Loudoun County Parks and Recreation Department. We abide by their regulations and the conditions of our field lease. Some of these are:

11. Cutting down trees is prohibited without permission
12. Chainsaw operation is not allowed
13. Members are responsible for opening and closing the main gate into Banshee Reeks according to Preserve policy.
14. Alcoholic beverages are strictly forbidden at the flying field.

RADIO CONTROL ITEMS

1. No control procedures are required for pilots using transmitter on the 2.4 GHz band.
2. Each Pilot operating in the 27, 50 or 72 MHz band must write their name and transmitter frequency on the white board on the door of the shed before using his transmitter. If there is already a name with the same frequency on the white board, the pilot must find the pilot whose name is on the white board and work out procedures so only one transmitter is on at a time. The name of the pilot of the transmitter in use must be the name on the white board.

3. Each Pilot operating in the 50 MHz band must have a current valid FCC license.

NOISE CONTROL ITEMS

1. Internal combustion engines must not be operated before 9:00AM or after one-half hour before sunset. Electric powered aircraft must not be operated before 8:00AM or after one-half hour before sunset.
2. The following sound restrictions are in effect for all aircraft at all times:
 - a) 2-stroke engines less than 0.1 cu. in. 90dB or less
 - b) 2-stroke engines 0.1 cu. in. or more 94dB or less
 - c) All larger engines 96dB or less
3. Sound level measurements:
 - a) Sound meter settings are (A), (Slow), and with ambient noise minimized.
 - b) For fixed wing aircraft, the sound level will be measured off the wingtip closest to the muffler with the aircraft on the ground at full throttle and with the meter positioned 30 cm (12 in.) off the ground, 3 meters (9 ft. 10 in.) from the centerline of the plane in accordance with AMA guidelines.
 - c) For helicopters, the sound level will be measured at 3 meters from the center line of the model, on the exhaust side, when the helicopter is in stationary hover at a height of 1.5 meters (59 in.). The measurement should be taken with the sound meter at a height of 1.5 meters and at a 90 degree angle to the flight path.

SAFETY ITEMS

1. Any accident involving personal injury or damage to property other than the models must be immediately reported to a Club Officer or current member of the Board of Directors.
2. Only Qualified Pilots may fly without supervision. Student Pilots may not.
3. A student helicopter/multicopter pilot may practice hovering without assistance only under the following conditions:
 - a) Fly within the designated Slow Flying Area.
 - b) Use the pilot station #6 at the Slow Flying Area.
 - c) Have a qualified helicopter pilot inspect the helicopter/multicopter before flying.

- d) The helicopter must weigh 2 lbs. or less and have a rotor diameter of 28 inches or less (e.g. a 450 class).
4. Spectators should normally watch from behind the pit area, but they may make brief visits inside the pit if accompanied by a club member. Animals must remain behind the pits.
5. Spectators and cars are not allowed beyond the east corner of the pits.
6. Aircraft engines must be started with the tail of the aircraft pointed toward the fence. Do not direct the exhaust toward another model or modeler.
 - a) Use airplane restraints for fixed wing aircraft with engine size .40 cu. in. or larger and for electric planes of equivalent power (those operating on 5 or more LiPo cells in series). Aircraft ground-stake restraints are located in the shed. Several portable workbenches are also available for restraint and engine testing.
 - b) Helicopter pilots must have a firm grasp on the rotor when starting a glow/gas engine.

AIR TRAFFIC

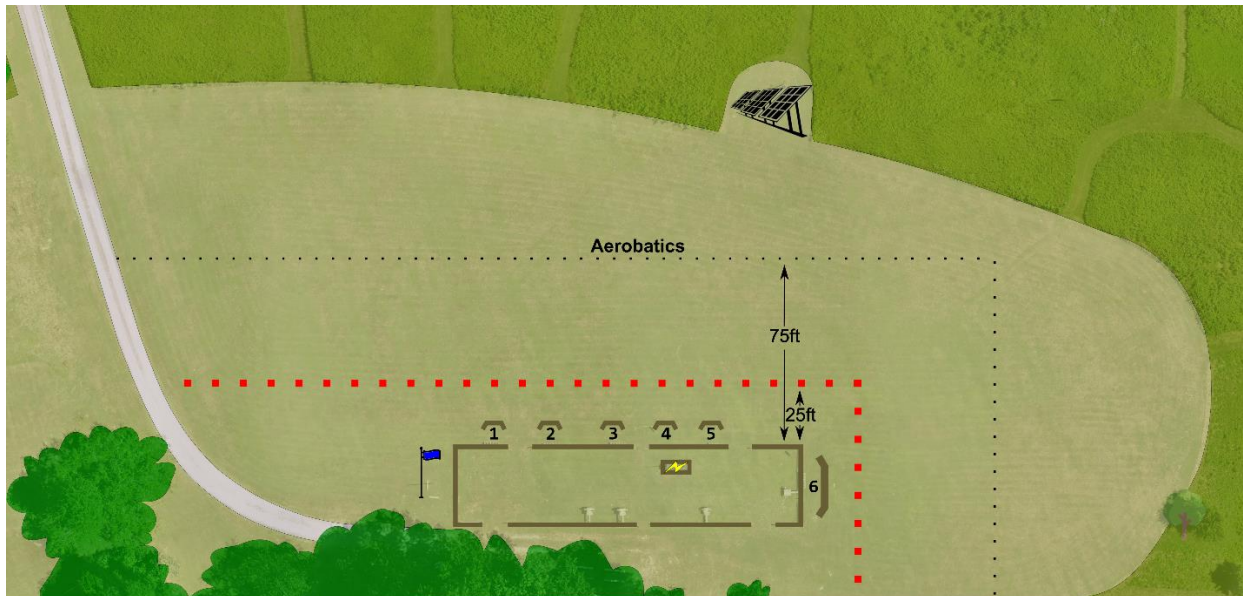
GENERAL

1. Landing aircraft must have access to the runway with the following priority:
 - a) Emergency landing
 - b) Dead stick landing and other unpowered aircraft
 - c) All others
2. A volunteer instructor is not responsible for damage to aircraft or equipment that arises during or as a result of his/her assisting other flyers.
3. Servicing or starting engines on the runway is prohibited.
4. Helicopter/multicopter training and extended hovering must be conducted in the Slow Fly / Hover Area at the east end of the pit fence. This area begins at the Safety Line and extends 50 feet farther east.
5. Simultaneous operation of fixed-wing powered aircraft, helicopters, multicopters and sailplanes demands extra vigilance and consideration on the part of all pilots. To achieve the most compatible mixed operations, it is recommended that:

- a) Sailplane launches and flight operations are conducted upwind of, and parallel with, the runway.
- b) Sailplane landing approach patterns parallel those of powered aircraft.
- c) Winch turn-around or hi-start stakes on the field must be clearly marked with a pole or flag.

SAFETY LINE

1. The Safety Line is an L-Shape that runs parallel to the main runway 25 feet from the fence on the north side of the pit area and perpendicular to the main runway 25 feet from the fence on the east side of the pit area. On the north side, the Safety Line begins at the road leading to the parking area and continues to a point 25 feet past the end of the pit fence. On the east side, the Safety Line begins at the north side Safety Line and ends at the tree line
2. All flying must be conducted beyond the Safety Line. Intentional flying behind the Safety Line is prohibited.
3. All aerobatic and high speed maneuvers must be conducted no closer than 75 feet from the Pit Area
4. Pilots should avoid flying behind themselves.



PILOT STATIONS

1. Pilot Stations 1-5 are adjacent to the main runway. They are intended for pilots using the main runway for take offs and landings. Except during a club-authorized event, Pilot Stations 1-5 may be used by only one pilot at a time and the number of aircraft operated from Pilot Stations 1-5 at the same time is limited to five.
2. Pilot Station 6 is at the east end of the pit area. It is intended for pilots using the Slow Fly / Hover area and for pilots operating aircraft in the FPV area. With the agreement of all pilots using Pilot Station 6, up to four pilots may operate aircraft in the FPV area at the same time.
3. Exceptions. During a club-authorized event, the LCAA event director may permit exceptions to the requirement to use pilot stations and to the limit on the number of aircraft that may fly at one time.
4. Only personnel associated with flying the model aircraft are allowed at or in front of the Safety Line.
5. Flying beyond the Banshee Reeks Park main road west of the field is prohibited.
6. All flights must be controlled from designated pilot stations on the flight line adjacent to the runway, except that:
 - a) fliers engaged in organized formation flying may position themselves as needed.
 - b) At no time should the number of aircraft in the air exceed the number of designated flight stations. However, a Club authorized event director can make a temporary exception for that event.
7. All aircraft must be physically constrained while moving between the pit area and the runway. Taxiing in the pit area is prohibited. There will be no helicopter/multicopter blade turning in the pit area.
8. Pilot announcements must be made at the flight stations in a voice loud enough to be heard by pilots at the other flight stations. Notice whether other pilots acknowledge. Announcement conditions include the following:
 - a) Pilots must ensure safe clearance onto the runway by looking both ways, then announcing their intent to enter the runway prior to doing so.
 - b) Pilots must announce their intent to land prior to doing so.
 - c) Intent to walk across the flight line or onto the runway must be announced prior to doing so. Aircraft stalled on the runway must be retrieved as quickly as safely possible.

9. All aircraft using the main runway must take-off and land parallel to the runway centerline and according to the prevailing traffic pattern. The traffic pattern is generally determined by the direction of the wind resulting in take-off and landing into the wind. However, if other aircraft are flying, the prevailing traffic pattern is determined by their direction of flight over the runway. Cross-runway take-off is permitted for hand launched aircraft or when no other aircraft are flying close to the runway.

FIRST PERSON VIEW (FPV) FLYING

1. LCAA encourages recreational FPV flying as long as it is done safely and in accordance with AMA FPV guidelines, which are set forth in AMA Document No. 550.
2. FPV pilots must use a spotter who keeps the aircraft within visual line of sight. The spotter assists the pilot in avoiding other aircraft, people, and other objects, whether they are in the air or on the ground.
3. FPV pilots must avoid interfering with other pilots' video signals. FPV video transmitters should remain off whenever another FPV aircraft is in the air until all potential video channel conflicts have been addressed.

IF YOU HAVE ANY QUESTIONS CONCERNING THESE RULES, PLEASE CONSULT WITH ANY MEMBER OF THE CLUB'S BOARD OF DIRECTORS BEFORE ATTEMPTING TO OPERATE A MODEL.

Revised: 2/23/2021