

FIELD SAFETY RULES AND GUIDELINES –Revised April 2025

At any of the flying fields, safety is everyone's responsibility. All club members will conduct themselves in a safe, sportsman's like manner. All decisions by the Safety Officer shall be adhered to. Any member in good standing can report willful and repeated violations and anything of a serious nature shall be presented to any officer.

THE FOLLOWING FIELD RULES SHALL BE ADHERED TO:

1. No intentional flying over pits, spectator area or behind the flight line or parking areas.
2. All low level flying shall be done over the flight line (beyond the edge of the runway).
3. All low level flying intentions shall be announced by the pilot before performing such maneuvers loud enough so everyone can hear, this includes take-offs and landings.
4. Low level flying will be performed when the field is clear of people and aircraft.
5. No intentional landings between the pit area and pilot.
6. All spectators shall remain in an area behind the flight line. All children shall remain under adult supervision and remain in the designated area at all times.
7. No student pilot shall fly without an experienced flier standing by their side.
8. New members and student pilots shall not be permitted to solo until a Club instructor gives them approval and initial the back of their membership card.
9. New members and student pilots must be familiar with special flying rules at the field that they are flying at. It is IMPORTANT the experienced pilots or field safety officers at that field should be contacted both for field restrictions and safety rules to prevent loss of field due to violation of these rules.

10. All pilots flying shall stay within the flight gates so they can communicate with each other.
11. Frequency pins or other physical means shall be used at all fields to prevent accidents. 2.4 GHZ radio operation will not require frequency pins.
12. Dead stick aircraft shall have right-of-way, as shall any aircraft declaring an emergency. (Feb 2006)
13. All pilots flying shall be informed immediately by the operator of a crashed aircraft. At their discretion, pilots still flying shall remain at a safe altitude until the all clear is given. Any emergency landings must be announced and the crash site must be immediately evacuated.
14. Up to four (4) airplanes are allowed in the air at one time.
15. Engine testing, breaking in, should be done away from flight line.
16. AMA safety rules require spinner or safety nuts on engine.
17. AMA and FAA requires your registration number on each aircraft.
18. Anyone entering the active field to retrieve a plane must announce his/her entrance and exit to other pilots and should be acknowledged by active fliers.
19. RC cars and boats shall only be operated when weather conditions permit and do not affect the pilots. All field rules are to be obeyed at each site.
20. All fields must be kept clean. All refuse, broken props, paper towels, old rubber bands, etc., should be removed when leaving.
21. Wind direction determines landing and take-off pattern. Any changes should be announced by flyers.
22. All pilots are responsible for table area and proper removal and disposal of R/C model debris.
23. PBM and AMA strongly recommends that no one shall fly alone at any AMA sanctioned flying field.

24. If the club Safety Officer is not present, any available club officer or if none, Flight Instructor will act as the designated Safety Officer.

25. During club events, there will be at least one spotter on the flight line when more than one pilot is flying. Spotter will inform flyers of runway condition and safety issues.

NEW MEMBER PROFICIENCY POLICY

Field Safety being a paramount issue within the Pine Barren Modelers Club, as of 2023 the following maneuvers and skills are required for all new members, student and experienced pilots alike:

1. **Controlled Take-Off and climb out:** The Pilot shall demonstrate the ability to accelerate in a controlled fashion to flying speed before liftoff and maintain a smooth departure angle before making the first turn into the pattern. This maneuver includes controlled taxiing to the proper location for the start of the take-off run.
2. **Flying the Box Pattern:** The Pilot shall demonstrate the ability to understand, determine and maintain a standard box and downwind approach pattern as dictated by prevailing conditions. This shall include demonstrating the ability to perform a Procedural Turn without ascending or descending an appreciable amount.
3. **Figure 8:** The Pilot shall demonstrate the ability to fly a Figure 8 pattern from both directions, crossing at or near mid-field.
4. **Stall Recovery:** The Pilot shall demonstrate the ability to recover from a Stalled condition by reducing throttle to the point where the aircraft stalls and establishing controlled flight before increasing throttle.
5. **Touch & Go:** The Pilot should execute a Touch-and-Go landing.
6. **Controlled Landing:** The Pilot shall demonstrate the ability to perform a Controlled Approach and Landing by turning at the appropriate times for the pattern being flown, and establish and maintain a shallow glide slope until touchdown. Touchdown should be held to a minimum of bouncing. The Pilot must also demonstrate as part of this maneuver, control of his/her aircraft on roll-out and taxiing back.

7. **Good Communication Skills:** The Pilot shall communicate his/her intentions properly while engaged in flight activities.
8. **Bench Safety:** The Pilot shall demonstrate safe start-up procedures, proper control and direction of all aircraft surfaces prior to moving his/her aircraft to the flightline. If the pilot so desires, he/she may have someone assist in moving the aircraft to the flightline.
9. **Aircraft Integrity:** The student must demonstrate to the Instructor the airworthiness and suitability of the aircraft.
10. **Liability:** Although the PBM approved Instructors will make every effort to impart proper instruction and preserve the Student's aircraft, no liability or responsibility is assumed by PBM or its Instructors as to personal injury or property damage resulting from a crash or the quality or thoroughness of Instruction. The owner of the aircraft must be held ultimately responsible for his/her aircraft.
11. **Signing Off:** The Pilot may take his/her test at anytime. When proficiency in all the above listed maneuvers and skills is demonstrated and approved by an instructor. The new member or pilot shall have earned their wings and is permitted to fly at his/her own discretion at any field operated by the Pine Barren Modelers Club.

INSTRUCTOR QUALIFICATION POLICY

Field Safety being a paramount issue within the Pine Barren Modelers Club, the following maneuvers and skills are adopted as a mandatory General Policy for *all* Instructors:

1. Ground School- The Instructor must demonstrate, cover and instruct on Frequency control and the radio control inputs as it relates to the aircraft.
2. Aircraft pre-flight inspection- The Instructor must perform a pre-flight inspection of the aircraft, ensuring all connections are tight and that the aircraft is structurally sound and airworthy.
3. Control check- The Instructor must verify that the transmitter inputs prompt the correct control surface reactions in the aircraft.

4. Aircraft Fueling Procedure- The Instructor must communicate the proper procedure for fueling an aircraft. For electric, proper connection and use of batteries.
5. Engine start up procedure and engine tuning(Fuel only)- The Instructor must demonstrate the ability to properly start an engine safely and tune the mixture valve to achieve optimum engine performance.
6. Flight line pre-flight- The Instructor must demonstrate safely transporting the aircraft from the pit area to the flight line and perform a final pre-flight control check.
7. Good Communications- The Instructor must demonstrate proper communication at all times with the student during flight training, including communicating intentions with other pilots and require the student to do the same when the student is in control of the aircraft.
8. Taxi for take off- The Instructor must show a proper recognition of the flight pattern and taxi the aircraft to a proper position for take-off, using a majority of the runway length.
9. Take off- The Instructor must demonstrate a smooth and controlled run up to take-off speed, a shallow departure angle. The Instructor must also be able to properly trim an aircraft without assistance while in flight, and be able to communicate to the student the procedure for doing the same.
10. Demonstrate proper timing of assuming control- The Instructor must demonstrate the ability to assume control of the aircraft from the student when necessary and in time to save the aircraft, while allowing as much time as possible for the student to correct the problem. This will be demonstrated during a practical test with a Qualified Instructor acting as the student.
11. Crosswind landing- The Instructor must demonstrate a controlled cross-wind landing with a touchdown on or near the runway centerline and a controlled taxi back to the flight line.
12. Dead-stick landing- The Instructor must demonstrate a simulated dead-stick landing, with the qualified Instructor determining the timing of the dead-stick event.

SPECIAL FIELD RULES

COYLE FIELD:

1. Gate must be locked upon entering and/or exiting the site.
2. Do Not drive down the runway unless you are using the roller.
3. PBM members are limited to two (2) guests when using Coyle field.
4. Warning, Coyle field is an active airport! Pilot and helper must be alert for full scale aircraft and helicopters both Fire Service and National Guard. When airport is active, stay within the runway boundary and land as soon and safely as possible.
5. At times the field may be closed by Fire Service Personnel, Field Safety Officer or club officers during emergencies or training activities. Please check email, website and or Facebook for any flying restrictions that may be active.
6. Pilots must stay "right" of the windsock at all times (see map on website for boundaries).
7. Always carry your PBM membership card and present when asked by Coyle Field security.
8. New members who have not been signed off by a Flight Instructor may not fly at Coyle Field by themselves.

Special Field Rules cont...

Johnson's Pit Field (aka. temp field):

1. When leaving the flying field the last person to leave MUST lock the gate (lock to lock) with the township lock. (Disregard if gate is not present)
2. PBM Members are limited to 2 Guest Pilots and unlimited spectators during normal flying days and unlimited Pilots during event days.
3. When leaving the flying field the last person to leave MUST make sure the storage boxes are properly locked with the red container locks closed between the bars.
4. When locking the storage boxes please ensure all chargers and batteries are unplugged and the power switch for the inverter is turned off.
5. New Members and Student Pilots may NOT fly unless accompanied by an Instructor. New Members may fly solo after sign-off by an Instructor.
6. There will be no flying of any aircraft above and beyond Locker ST.
7. Always carry your PBM membership card for identification.
8. When more than one aircraft is flying everyone must observe the pattern.
9. Fixed-Wing and Rotary-Wing aircraft shall not fly in the same airspace at the same time. Please coordinate and wait for the other type to land before taking off. (Only exception to this rule will be for pre-planned FPV Flights where all pilots on the flight line agree)
10. Noise levels of aircraft will be monitored to not exceed local ordinance at an altitude of 9ft from the runway surface.