



SSRCC Field and Safety Rules

In addition to the following SSRCC Field and Safety Rules, all members and guests are required to abide by and follow the Academy of Model Aeronautics National Model Aircraft Safety Code

Introduction

The primary purpose of South Shore Radio Control Club, Inc. (SSRCC) shall be to promote the design, construction, and flying of radio controlled model aircraft; to promote the free exchange of ideas among members and other organizations of like purpose; and, to contribute to the sport, fellowship, and enjoyment of radio controlled model aviation as an organization chartered under the Academy of Model Aeronautics.

While we are one of the oldest radio controlled flying clubs in Massachusetts, we are 'guests' at our flying field. We are permitted use of the flying field by the Commonwealth of Massachusetts, the Bridgewater State Hospital and Old Colony Correctional Center. We must always strive to be proper and gracious guests. All rules and regulations proscribed by the Commonwealth of Massachusetts, the Bridgewater State Hospital and Old Colony Correctional Center must be strictly adhered to and are incorporated by reference herein.

In order that we may continue to enjoy use of our flying field and to provide a safe environment for our members and guests to enjoy the hobby, we must adhere to the following Field and Safety Rules.

General

1. All pilots must hold a current AMA Membership and present proof upon request.
2. New Members, novice pilots, student pilots and/or visitors must be asked to demonstrate that they are capable of operating an aircraft in a safe manner or be accompanied by a competent flyer until they are capable of operating an aircraft in a safe manner.
3. Members are required to have in their possession their current club membership card while in the pit or at the pilot stations.
4. The Club Safety Officer(s) are in charge while at the field. The club's Safety Coordinator is authorized to investigate alleged rule violations and to dispense appropriate counseling,



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warnings or reprimands as needed. Any member who repeatedly ignores the Safety Coordinator's counsel is subject to disciplinary action in accordance with the by-laws.

5. No spectators are permitted in the pit area or at the pilot stations unless invited by a club member.
6. Spectators must stay off the runway at all times.
7. No animals are permitted in the pit area, taxiway, flight line or runway
8. No alcohol or drugs are permitted at the flying field.
9. Unsportsmanlike and/or uncivil conduct will not be permitted. Violators will be asked to leave the flying field.
10. No littering. The club's policy is that "if you brought it to the field you take it with you"- each member or guest is responsible for his or her own litter and must remove it from the field when leaving.
11. Flying Field Flying Hours: 9:00 AM to Dusk (but no later than 7:00 PM) Monday through Saturday; 10:00 AM to Dusk (but no later than 7:00 PM) on Sunday for aircraft with internal combustion engines. Aircraft without internal combustion engines may fly from sunrise to dusk (but no later than 7:00 PM) each day.
12. Violation of club Field and Safety Rules may result in loss of club membership.

On the Ground

1. All pilots are to range check their radio equipment before the maiden flight of a new aircraft or after making major repairs or modifications to an aircraft. Pilots are encouraged to conduct a limited range check to verify functionality of the aircraft control surfaces before the first flight of the day.
2. Airplanes must be physically restrained while starting and running up their engine(s).
3. Any member may request a safety inspection of any aircraft. If the aircraft is determined to be unsafe, the aircraft may not be flown until the defect(s) are corrected.
4. All maiden flights of new or repaired aircraft must be announced to other pilots on the flight line.



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5. No pilot may taxi, take off or land in the pit, roads or parking area(s) of the flying field.
6. All repairs to aircraft shall be conducted in the pit area. All flight boxes and other ground equipment must be kept in the pit area.
7. After completing a flight, pilots must turn off the aircrafts engine(s) and radio before entering the taxiway to the pit area.
8. Before walking onto the runway, a pilot must advise those flying that there is a going to be a person "on the runway," and then get on and off the field as quickly as possible

Frequency Control

1. Pilots may use only those radio frequencies approved by the FCC for model aviation. Including 2.4 GHz and 72 MHz (See the AMA's table of approved frequencies).
2. Because radios transmitting on the same fixed frequency interfere with each other, the following frequency-control procedures MUST be strictly adhered to: Radios that transmit on a fixed frequency must NOT be turned on until the pilot has placed a frequency-control ID (AMA, Club ID or Other ID with the pilots AMA Number) has been transferred to the clubs frequency control board (pinned to the same channel number as the transmitter). The ID pin must remain on the board while the transmitter is in use. When not in use, the pin should be returned to the transmitter, and the transmitter should be switched off and kept in the impound area. Use of the frequency pin (channel) is limited to fifteen (15) minutes when others are waiting to fly on that channel. Pilots sharing a common frequency (channel) should inform each other of that fact and cooperate in the interest of safety.
3. Because the signals radiating from spread spectrum transmitters (2.4 GHz) do not interfere with each other, frequency-control procedures are unnecessary.
4. All non-2.4 GHz Radio transmitters must be switched off and kept in the impound area when not in use. See above (IV).
5. Before leaving a transmitter in the impound area, a pilot must ascertain that it is switched off.



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6. When a frequency pin from the frequency control board is transferred to a transmitter, a current membership card (SSRCC or AMA) must be clipped to the frequency board in place of the pin. This identity card must remain on the board until the frequency pin is replaced.

In the Air

1. All pilots are to familiarize themselves with the field and the flying envelope. A photo of the flying field, with landmark notations, is attached to these Field and Safety Rules.
2. All pilots are required to fly their aircraft within the designated flying zone(s): No aircraft may be flown over or past the trees to the north of the flying field (“Northern Boundary Tree Line”); no aircraft may be flown over or past the train tracks (“Northeast Boundary Flag and Train Tracks”) to the east of the flying field; no aircraft may be flown behind the flight line or over the pit; and, no aircraft may be flown near (or over) the buildings and grounds of the State Prison and/or Hospital.
3. No aircraft may be flown in a dangerous or careless manner.
4. Pilots are asked to utilize a flying pattern or general direction of flight when there is more than one aircraft in the air. The pattern will be dictated by the wind direction and shall be utilized so that take-offs and landings are into the wind. Pilots wishing to perform acrobatic maneuvers (3D flight, e.g., harriers, hovering, etc.) should setup from the same pattern direction unless otherwise announced and agreed to between participating pilots.
5. It is strongly recommended that each pilot have a spotter with them at the flight line when there is more than one aircraft flying.
6. No more than four (4) aircraft may be flown at one time during normal club operations. Exceptions may be made (at the discretion of the Safety Coordinator) for special occasions and/or events.
7. All pilots must use pilot stations when flying. Pilots are to stay off the runway except during take-off, to retrieve a stalled aircraft, or in other limited circumstances provided there are no other pilots flying and it does not otherwise interfere with the operation of the flying field.
8. There are flight stations at either end of the pilot stations which are designated for use by helicopters; helicopters must be flown from those stations.



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9. In the event the farmer who leases the field for crops is on site and working, no aircraft may be flown over or near the farmer, his workers or his equipment.
10. All model aircraft **MUST** give right of way to full-scale aircraft.
11. An aircraft on final approach has right of way over an aircraft waiting to take off.
12. Gliders, multi-engine aircraft and dead-stick aircraft have the right of way.
13. Pilots flying dissimilar flying styles or aircraft should use common sense, courtesy and exercise care before flying. Specifically, pilots should observe what type of flying is already taking place and either wait for a break in the flying or ask the other pilots for permission to fly in a way that would not cause conflicts between planes.
14. **Courtesy** – When taking off or landing pilots are to announce to the other pilots on the flight line of their intention. In the event a pilot experiences a “dead stick” (engine failure in flight), notice is to be given to the other pilots and the aircraft with the ‘dead stick’ shall have priority to land.
15. **Courtesy** – Flight times will be restricted to less than fifteen (15) minutes when other pilots are waiting to fly. The pilot stations must be shared equitably, with those pilots having flown deferring to those who have not; when others are waiting, pilots should stand down between flights to allow those waiting a chance to fly.
16. **In the event a plane crashed inside the railroad fence, contact a board member immediately so that they may contact the MBTA. DO NOT ATTEMPT TO RETRIEVE YOUR PLANE WITHOUT FIRST GETTING PERMISSION AS YOU WILL BE ARRESTED FOR TRESPASS.**

Equipment

1. All aircraft are to be labeled with the owner’s AMA number, name, address and telephone number.
2. All internal combustion engines must be properly muffled to meet AMA standards.



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GPS for Flying Field: 41.957396,-70.953254

Flying Field driveway street address:

796 Conant St. Bridgewater (street closed by gate at 786 Conant St., approach from south side via State Farm Rd. or Titicut St.)