

TRCC Site Safety and Operational Rules

2024 Flying Rules

1. All pilots flying from the main flight line will not fly south of the double-yellow safety line which extends infinitely to the East and West. We recommend having a spotter when you fly.
2. All pilots will fly from the designated flying areas.
3. When starting an engine, the aircraft must be mechanically restrained or physically restrained by a helper.
 - a. Engines will only be started to the north of the spectator area.
 - b. Electric aircraft will not be armed outside the pit area unless the propeller is removed. (Do not arm motors under the Ramada)
4. NEVER stand alongside or in front of an engine at any throttle setting other than idle.
5. After starting, aircraft will be taxied in the most direct way to the runway.
 - a. After landing, the aircraft engine(s) will be shut down at the kill line including electric powered models.
6. Only park flier and multi-rotor type models may be flown from the concrete pad to the West of the Ramada as long as it does not create any hazards to personnel.
 - a. No flying higher than the tops of the surrounding telephone poles.
 - b. No forward flight for any helicopters weighing more than 1 pound at the concrete pad.
7. A spotter pilot of at least Pilot Level One is required for all student pilots.
8. A spotter pilot is required on the flight line if more than one aircraft is flying at the same time.
9. Runway RIGHT-OF-WAY
 - a. First: "Dead Stick" aircraft. All other aircraft will clear the runway ASAP.
 - b. Second: Landing aircraft
 - c. Last: Aircraft taking off
10. AIR TRAFFIC FLOW
 - a. The landing "pattern" is a race track shape with the longest legs parallel to the runway. It extends to 50 feet above the field, 100 feet beyond the ends of the runway, and 50 feet north of the fence line.
 - b. The first aircraft in the "pattern" sets flight direction, which other aircraft must follow. Flying pilots may agree to changes in pattern flow.
 - c. All high speed passes will be performed no closer than the centerline of the runway and parallel to it.
 - i. If more than one aircraft is in the pattern all high speed passes are to be performed no closer than the north edge of the runway.
 - d. All fixed wing and helicopter "3D flying" is allowed as long as it does not interfere with aircraft in the "pattern" and is flown no closer than the centerline of the runway.

Revised 02/09/2023

- e. "3D flying" up to the center line is permitted when there are no other aircraft flying.
 - i. "3D flying" is to be kept north of the north edge of the runway when more than one aircraft is flying.

11. MANDATORY PILOT CALLS

- a. "Taking Off" Call this out before confirming that no one is landing and prior to moving your aircraft onto the runway.
- b. "Touch and Go" Call this out if you are making a low approach or roller with no intention of a full stop landing.
- c. "Landing" Call this out as your aircraft turns crosswind with the intention of completing a full stop landing.
- d. "Dead Stick" Call this out any time you have an engine failure and need to immediately land (multi-engine aircraft may call this with only one engine out).
- e. "On the Field" Call this out and make sure you get an acknowledgment from all flying pilots prior to going north of the orange safety fence.

12. First Person View (FPV)

- a. FPV is allowed only with a TRCC level one or above Pilot in control.

Operational Requirements

1. All flyers shall remain courteous and respectful.
2. Flying is prohibited without a possessing a current AMA license and accomplishing the following:
 - a. North of the spectator area, all members shall visibly wear the original TRCC club card.
 - b. Visitors will place their AMA card in the 2.4 Ghz. slots.
 - c. When a transmitter is not in use, it will be turned off.
 - d. All flyers using the 72 or 50 mhz. channel system will:
 - i. Place your AMA card on the frequency board.
 - ii. Display the frequency pin on the pilot's radio or hat during flight
 - iii. Return the pin, as necessary, to allow others to fly
 - e. Members may use Visitor procedures in lieu of a club membership card, up to 3 times per calendar year.
 - f. This rule may be modified during Club/AMA sanctioned events.
3. Pilots are required to assure that their equipment is in flying condition. Aircraft or radio equipment that may have been damaged must be inspected and run through a range check before flying again.
4. Pure plastic (Nylon, Styrene, ABS, etc.) props without embedded reinforcement (Fiberglass, Carbon Fibers, Kevlar etc.) are prohibited on any engine larger than .24 cubic inch.

5. Aircraft will follow the AMA noise guidelines as closely as possible (98 db measured from 20 feet). All single cylinder two stroke engines larger than 0.10 cubic inches, all single cylinder engines larger than 1.15 cubic inches, and all twin cylinder engines larger than 1.60 cubic inches must be equipped with an engine silencer. Aircraft causing excessive noise may be restricted by a board member.
6. Limit full power tuning of engines in the pit area to less than 30 seconds. Extensive tuning, repairs, and break-ins of engines will be accomplished on the pad to the west of the Ramadas.
7. Pilots should remove all waste they create. Crash debris is to be put in the dumpster. Trash receptacles are for TRCC trash only. No personal household trash is permitted.
8. Flying hours for non-electric aircraft or electric aircraft equivalent to an 85cc gas aircraft or larger are from 7 am to 7 pm. Night time flying hours up to 10pm can be approved for special events by vote of members present at a monthly meeting. No flying after 10 pm is permitted for gas aircraft.
9. Only handicap plates and permitted vehicles are permitted to park at handicap marked parking locations.
10. All members/guests will follow the AMA Safety Code.