

SAINT PAUL MODEL RADIO CONTROLLERS, INC.  
FLYING SITE RULES

**THESE RULES APPLY TO PILOTS OF BOTH FIXED WING AIRCRAFT AND HELICOPTERS.**

1. All transmitters must be FCC type accepted and conform to all applicable regulations. No individual crystal swapping may be performed by anyone other than a FCC licensed technician.
2. All 72mHz, 27mHz and 50mHz transmitters must be equipped with channel numbers attached to the antenna in accordance with the AMA Frequency Control Procedures. This is not necessary for 53mHz and Spread Spectrum.
3. All transmitters manufactured before 1995 must display a Gold Sticker, designating that the transmitter meets or exceeds the AMA guidelines for narrow band transmission.
4. Flyers must have their current membership card covering the appropriate number or Tx type on the Frequency Control Board before they can use their transmitter. Guests must use their current AMA card. (10/12/06)
5. Nylon props cannot be used on engines larger than .39 cu in.
6. All engines must be equipped with either:
  - a) An unmodified sound reducing device that is marketed by the engine manufacturer, or
  - b) A device that reduces the sound level to 100 dba or less, as measured 9ft away from the engine exhaust port, over a hard surface.
7. Aircraft will be facing the active runway when their engines are started.
8. There will be NO full RPM runups in the pits. Use the designated runup area between the run-up area markers and the fence.
9. There will be no takeoffs or landings directly from or into the pits.
10. The pits are defined as the area between the setup tables and the run-up area markers.
11. **THERE WILL BE NO TAXIING BACK TO THE PITS. RETURNING AIRCRAFT MUST HAVE THEIR ENGINES KILLED BEFORE CROSSING THE FLIGHT LINE.** The flight line is defined as a line through the pilot stations that runs the length of the field.
12. You are responsible for informing other pilots LOUDLY and CLEARLY of any potentially hazardous condition. ( Dead stick, man or plane on runway, etc. )
13. Priorities: 1.) Dead stick landings, 2.) Power-on landings, 3.) Takeoffs. You may not enter the runway for a takeoff if a landing has been called.
14. **THERE WILL NEVER BE ANY DELIBERATE FLYING OVER THE PITS, PARKING AREAS, OR SPECTATOR AREAS.**
15. Except for emergency landings, there will be no downwind takeoffs or landings.
16. Pilots must stand on the DOWNWIND flight station blocks.
17. On calm days, majority rules as to which way is “upwind” and “downwind”.
18. No spectators are allowed in the pits or beyond.

THIS IS A CONDENSED VERSION OF THE **SPMRC** CLUB RULES. SEE THE MEMBERSHIP MANUAL FOR A FULL LISTING OF RULES, PROCEDURES AND BY-LAWS.

(10/12/06)