

WEW RULES rev. 3/8/16 b (subject to review and acceptance)

Purpose

Our purpose is to extend the privilege of enjoying the R/C Hobby to all members and authorized guests with emphasis on safety and control. Nothing herein should overrule common sense and courtesy.

Conduct

All members shall act in a sportsman like manner. This includes language, courtesy, consideration and presenting a positive image.

Insurance coverage and Personal liability

The AMA Liability Protection applies to bodily injury or property damage caused by an AMA member. It applies to accidents arising from the modeling, in accordance with the AMA safety code(s).

The club's insurance also only applies if both the club's safety code and the AMA safety codes have been complied with.

Any accident involving a personal injury or property damage other than models shall be immediately reported to an Executive Board member.

Membership

Membership requests are made in person at a scheduled club meeting. The candidate must be invited and sponsored by a member in good standing. Acceptance is subject to a majority vote and payment of dues.

Membership fee is \$150 per year and is due on or before the first meeting in March. Membership expires on the first meeting in March of the following year.

Initial membership fee for new members who join on or after the first meeting in September is \$75. This membership expires on the next March meeting.

If a membership is not renewed by the due date that member is put on probation and is not authorized to use the flying field or vote on club issues. If dues are paid in full on or before the June meeting all rights are restored, otherwise the member is removed from the club roster. To be reinstated a new membership request must be made in person at a scheduled club meeting. Acceptance is again subject to a majority vote and payment of dues.

If requested, the club officers can approve alternate arrangements for a member who has extenuating circumstances or financial hardship.

There is a junior membership of \$50.as well as an associate membership of \$25 (non-flying) *see club officials for details*

Authorization to fly model aircraft at the club field

Members whose dues have not expired and their guests are authorized.

A member may accompany up to 3 guests per year.

A host is responsible for their guest's compliance with WEW and AMA rules.

The club may authorize other organizations to participate in club-sponsored events.

Flying is authorized from 10 am until dusk.

All flyers must carry valid AMA membership cards and comply with all WEW and AMA regulations.

FAA Registration

For your information:

It is unlawful to fly a model weighing more than 0.55 pounds without FAA registration

FAA registration number must marked on aircraft in an area visible without using tools.

Flyers must present a FAA Registration card if requested by an authorized government official.

Due to pending government regulations, it is strongly advised not to engage in First Person View, Arial Photography and Autonomous Flight.

Aircraft requirements

Maximum aircraft weight is 55 pounds

Internal combustion, catapult and electric powered models are authorized.

Fuel powered jet engines are not permitted to fly or taxi.

If a town burning ban is not in effect, Fuel powered Jet engines may be started and run for demonstration and or testing provided the run time is limited to 5 separate 2 minute runs per day. Exhaust must not burn or scorch the grass, if required, use a heat shield or exhaust diverter. A "B/C"-rated or equivalent fire extinguisher shall be present for all engine starts. For additional safety information Refer to the following AMA document:

<http://www.modelaircraft.org/files/510-a.pdf>

Owners AMA number or name and address are to be marked on the outside or inside of the model.

Aircraft must not emit sound levels exceeding local regulations.

Internal combustion engines must be equipped with a muffler.

Radio range check is required before first flight of the day. Required range is 100 feet (approximately 35 paces) with collapsed antenna for 72 MHz and 6 meter amateur or low power mode for 2.4 GHz.

Inspect control functions and overall mechanical integrity before each flight.

Beginner's and guests aircraft must be inspected by a qualified member.

It must be possible to completely close the carburetor and stop the engine or motor from the transmitter by operating the throttle trim lever or cut button.

To prevent accidental starting, models with electronic ignition or an on-board glow plug driver must also have an external on off switch to disconnect the ignition battery. Engines with magneto ignition must have an external kill switch to ground the magneto coil. The switch positions must be clearly marked "on" and "off" and the switch marked "ignition" it is recommended that electric models also have an external safety plug or switch to disconnect the motor batteries.

In addition, a radio link can operate a switch to disconnect the ignition battery or ground the magneto coil. However an external manual switch must still be used if the radio link is not fail-safe.

Engines must not be stopped by throwing anything into the propeller, holding the spinner, pinching the fuel line or choking the carburetor with a finger.

Qualification to fly solo

Members and guests must qualify before flying without a qualified member at his or her side.

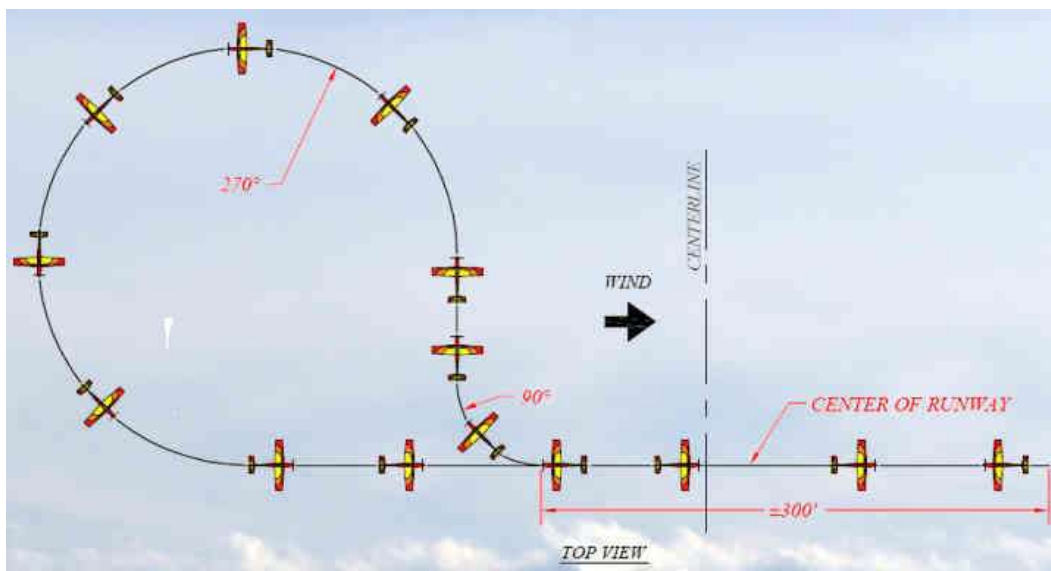
Qualification tests are given by instructors and are as follows:

Powered fixed wing (gas, glow or electric)

Take off and land five times within the runway area.

One landing is to be without power as specified by the instructor.

One flight to include a procedure 270-degree turn at constant altitude.



Procedure 270-degree turn

Powered glider

Five successful launches and landings within the runway area.

Powered Helicopters

Qualifications are left to the discretion of the instructor.

Frequency control FM and AM systems

Members and guests are personally liable for damage, property loss and injuries caused by non-compliance with frequency control rules. AMA and WEW insurance will not apply.

Anyone operating a transmitter without possession of the correct frequency control pin who causes a crash to another pilot's aircraft on the same frequency who is in possession of the correct frequency pin, is liable for all damages and injuries resulting from that crash. The parties involved should determine the monetary value of damage to models. If satisfactory assessment cannot be reached in this manner, all parties agree to be bound by an evaluation made by the Executive Board.

2.4 GHz radios

2.4 GHz Spread Spectrum (Frequency Hopping) radio systems are not subject to frequency control.

72 MHz and 50 MHz radios

Frequency control cabinet must be open.

50 MHz radios are only authorized to holders of a valid Amateur Radio License.

A transmitter may only be turned on if a frequency control pin from the cabinet is clipped on its' antenna.

When a pin is removed from the cabinet it must be replaced by the transmitter operator's AMA membership card (original or copy).

Possession of a frequency control pin is limited to one half hour if another flyer is waiting.

During club-sponsored events transmitters without frequency pins must reside in a specified impound area.

Airfield use and procedures

"Pilot" herein refers to a person currently in control of a R/C aircraft.

Aircraft not in use are to be kept close to and along the runway side of the fence.

Pilots are to stand at one of the designated positions

No one is to walk in front of a pilot.

Keep at least 10 feet from a pilot if your transmitter is on

Downed aircraft must be removed from the field as soon as safely possible.

Nothing is to be left on the runway.

The runway for take off and landing is a rectangular area 25 feet forward of the pilot line, and extends to the edges of the mowed grass area.

All flying to be at least 25 feet in front of the pilot line.

Flying over the parking lot, populated areas, private properties and areas containing volatile products or compressed gas is not allowed.

Take off may be in any direction forward and away from the pilot line.

See Figure 1 for additional information.

Prior to take off, check for a clear runway and approaching aircraft including hot air balloons.

Check for a clear runway before landing.

Landing (touch down) shall only be from left to right or right to left.

It is the duty of every pilot and member to watch for full-scale aircraft approaching the flight area.

The parking lot side of the fence is the spectator area.

Pets must be confined in the spectator area and be secured at all times.

Non-members must remain in the spectator area unless accompanied by a member.

Smoking is prohibited within radius of 50 feet from any designated pilot station.

Anyone under the influence of or in possession of alcoholic beverages or intoxicating drugs is not permitted on the field and may not fly.

Starting running and adjusting engines

The only area for starting, restarting and running engines is on one of the wooden stooges or on the ground with a mechanical restraint or another member holding the model. In either case the arc of the propeller must be parallel to and 2 to 6 feet in front of the pilot line with the tail of the model is towards the fence so that a thrown propeller or released model moves away from the pilots or other bystanders. No one shall remain in line with the arc of or in front of a rotating propeller any longer than absolutely necessary.

Secure loose clothing and place wires and equipment as required to prevent propeller entanglement. When possible, stop the engine before making adjustments to hard-to-reach or dangerous parts of the model. Do not reach across a rotating propeller's arc to access any part of the aircraft (engine, motor, glow plug igniter, switches etc...)

Running engines for extended periods of time must be done at the far left or right edge of the field to limit distractions to pilots controlling aircraft. Pilots controlling aircraft have priority over engine running. Please be considerate –ask the active pilots if it is ok to test or break-in engines while models are in the air.

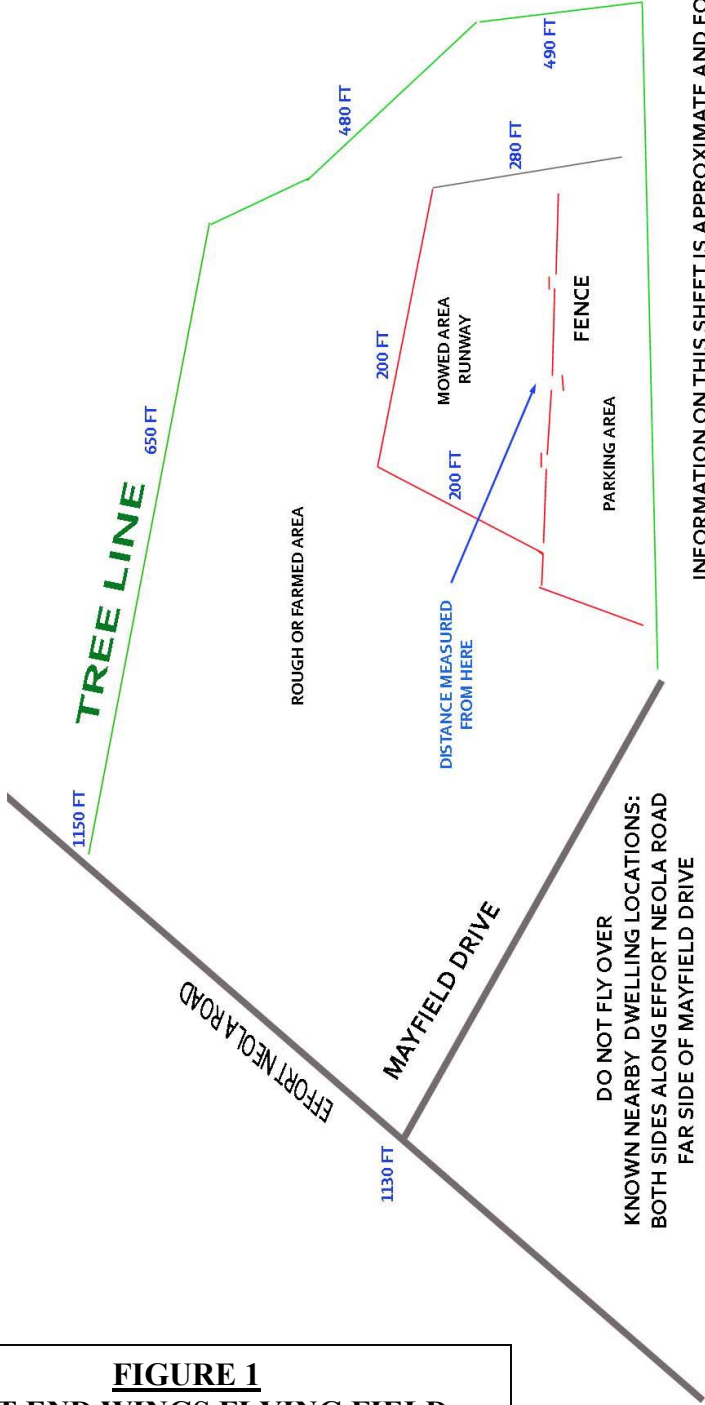
Safety Officer and Instructors

Instructors are qualified by the safety officer annually.

The qualification test for instructors is the same as the powered aircraft test for members.

A member who violates safety rules will be given a warning by an instructor or safety officer. In conjunction of the club by laws, constant violators may be voted out of the Club and removed from the membership roster

FIGURE 1
WEST END WINGS FLYING FIELD



DO NOT FLY OVER
KNOWN NEARBY DWELLING LOCATIONS:
BOTH SIDES ALONG EFFORT NEOLA ROAD
FAR SIDE OF MAYFIELD DRIVE
BEHIND FENCE LINE AND ITS PROJECTION EXTENDED LEFT AND RIGHT
1500 FT TO THE RIGHT OF FENCE CENTER

INFORMATION ON THIS SHEET IS APPROXIMATE AND FOR REFERENCE ONLY

FLYING AREA IS WITHIN A RADIUS OF 1000 FEET FROM THE FENCE CENTER OPENING
STAY ON THE RUNWAY SIDE OF THE FENCE AND ITS PROJECTION LEFT AND RIGHT. DO NOT CROSS MAYFIELD DRIVE
1000 FEET WOULD BE 10 SECONDS AT 68 MPH
IF YOU HEAR A CHANGE IN RPM 1 SECOND AFTER MOVING THROTTLE STICK YOUR MODEL IS 1100 FEET AWAY.