

PARTNERSHIP CLUB RULES

Rev. June, 2020

1. ALL FLYERS , other than first time trainees, will have a current AMA membership before flying.
2. ALL FLYERS shall be registered with the FAA and have their FAA registration number affixed to every aircraft they fly.
3. Everyone will be properly certified by club approved instructors of either the Ravenna Thunderbirds or the Corsair Model Aircraft Club before soloing (flying by themselves), this does not include guests (with AMA cards) when accompanied by a certified club member. Club members are responsible for actions of their guests.
4. Hours of flying are: 8:00 am till dusk. 8:00 am to 11:00 pm (aircraft with lights only)
5. No alcoholic beverages are permitted at the field.
6. No spectators are permitted in the pit area, unless escorted by an AMA member. Children are NOT permitted beyond spectator area without an AMA card.
7. All pilots using 72Mhz radios shall be responsible for announcing that fact to all other pilots at the field. It is the responsibility of all pilots using 72Mhz at the field to coordinate channel numbers to ensure duplicate channels are not being used. Channel number flags must be displayed clearly at all times. Failure to following this rule shall be subject to disciplinary action as outlines below.
8. If by failing to follow the 72Mhz guidelines in rule #7, you cause another aircraft that is flying on the same channel to crash, you are responsible to replace everything that is damaged in that crash, up to and including the aircraft.
9. There will be absolutely NO driving of any vehicle on the runway.
10. There will be absolutely no flying behind the flight line, over the pit area or over the parking area (see attached field maps). All flyers must yield right of way to full scale aircraft at all times.
11. With the exception of takeoff and landings, no powered model may be flown closer than 25 feet to any person.
12. Pit area is for parking aircraft, starting, testing and run up of engines. Also all aircraft will be adequately restrained when the engine is being started, or while it is running.
13. Pilots will announce, "landing", "dead stick", "on the field", or "taking off" to advise other pilots of his intentions. Pilots must give right of way to any other pilot who has announced any of the above.
14. No taxiing of aircraft back into pit area, engine to be shut off at drainage ditch. Taxiing away from the pit is permitted.
15. An effective muffler will be used on all engines .09 cubic inch and up.

16. Non members can fly (with buddy box) three times without AMA membership. Non members with AMA cards can fly three times as a guest before being required to join the club.
17. Special Training Program (CMAC) As per AMA guidelines, student pilots can fly (with buddy box) three times before being required to join AMA.
18. No flying while the runway is being mowed. Flying is permitted while mowing is being done *Behind the pit area.*
19. Potential instructors should be viewed by at least two other instructors and then decided upon.
20. The discharge of firearms as a method of retrieving airplanes from trees is prohibited.
21. Jetway Only, Student pilots are required to have a spotter at all times. When a full scale aircraft is spotted, 1. Step back from the runway immediately. 2. If time permits, land immediately, and clear the runway. OR 3. Place your aircraft in a low, slow, tight circle, away from the runway.
22. Flying at Diamond Hill Park on a day not listed on the field permit will result in disciplinary action as outlined below.
23. Diamond St. field only – Absolutely no flying southwest (toward the Hot Stove Ball Fields) of a line of sight from the pilot to the single tree at the west end of the runway. Also there should be no flying south of the runway between the backstops.
24. Grievance procedure for enforcement of violations of Field Rules, and the AMA Safety Code is as outlined below.

The grievance procedure will provide a mechanism for a disciplinary system when needed. Although most complaints can be resolved informally. If a complaint is serious or cannot be resolved informally, the matter should be referred to the Board for its consideration by means of a grievance form to be filled out and turned into a member of the Board. The Board consists of the President, Vice-President, Secretary/Treasurer, and at least one Trustees. At least one witness is required to sign the Grievance form. If the Board agrees with the Grievance, then the accused will lose flying privileges as follows:

FIRST VIOLATION: The viewpoint of both complainants and accused will be considered. The board will give a written warning.

SECOND VIOLATION: The accused has the right to a written rebuttal, to be reviewed by the Board. The accused will have no flying privileges for a month.

THIRD VIOLATION: The accused will have no flying privileges for one year.

If a member chooses to fly during his/her loss of flying privileges, as noted above, it will result in automatic termination of club membership, and forfeiture of club dues. A member who has had his membership terminated can rejoin after one year. Violations to cover a twelve month period