

WINTONBURY FLYING CLUB - SAFETY AND FLYING RULES

1. The speed limit upon entering the Seabury property is 20 mph. The speed limit on the dirt road is 15 mph. Please respect the speed limit at all times and be aware of Seabury resident pedestrians.
2. Only certified Wintonbury Flying Club members and guests can fly at the Wintonbury Flying Field. A certified member:
 - a. Has a valid and current AMA membership and can provide proof with a current AMA card or facsimile of same.
 - b. Is currently an active member of the Wintonbury Flying Club.
 - c. Has signed and filed a club Application for membership that includes an indemnification agreement with the Town of Bloomfield. The WFC secretary or other designated person will collect the indemnification forms from members.
 - d. Is familiar with and adheres to the WFC Safety and Flying Rules governing use of flying field.
3. Guest flying at the field will be allowed when the guest:
 - a. Is invited by an active WFC member.
 - b. Has a valid and current AMA membership and can provide proof with a current AMA card or facsimile of same.
 - c. Is familiar with and adheres to the WFC Safety and Flying Rules governing use of flying field.
4. All visitors must be located behind the pilot stations.
5. Permitted flying time for aircraft with internal combustion or electric ducted fan engines is from 9:00 AM to dusk/sundown on all days except Sunday, when it is 10:00 AM to dusk/sundown. All other aircraft (electric, rubber-powered or unpowered) may fly without time restriction.
6. Once you arrive at the field, place your transmitter in the impound structure. Your 3" x 1-1/2" WFC frequency tag (with your frequency number, name and AMA number) should be on your transmitter until you are ready to use it.
 - a. At that time make sure your frequency is clear, and place your frequency tag on the corresponding frequency tag on the board.
 - b. Once you have finished using your transmitter, return it to the impound structure (making sure it is off,) take your pin off the board and replace it onto the transmitter.
 - c. If you fly on Digital Spread Spectrum (DSS) you also need a 3" x 1 1/2" frequency tag. The frequency pin shall be in accordance with the "Wintonbury Flying Club Frequency Pin Diagram." DSS transmitters need not be placed in the impound.
 - d. If a pilot wishes to fly, he / she must first determine that a flight station pin is free.
 - e. He/she then must determine that no other pilot is using the frequency by examining the tags currently attached to the pins and note the frequency currently in use. If the desired frequency is available and a flight station is available, the pilot may fly his / her aircraft.
 - f. The pilot must attach a frequency pin with a name and frequency number to the proper flight station pin to indicate usage of the frequency and the flight station.
7. It is suggested that pilots "go out of their way" to determine if other pilots are using the same frequencies. If the same frequency is being used on the field, pilots should remind each other before "turning on" of your intentions.

8. Inspect your aircraft for loose or damaged parts. Make any repairs before flying the airplane again.
9. Range check your equipment before flying each time you come to the field.
10. When starting fixed wing aircraft, engines may be started in the pit area when the aircraft is facing towards the runways.
 - a. Do not start aircraft motors facing the spectator areas.
 - b. Pilots always look around the pit area when starting their engines to be sure that no other pilots, spectators, by-standers and themselves are not in the “prop arc” area for maximum safety operations.
 - c. It is necessary that you seek help holding down the aircraft. If help is unavailable, you must use a restraining device or the AMA starting tables when starting your airplane.
 - d. Make engine adjustments and remove the starting battery from the rear of the aircraft. AMA starting tables have been located in the pit areas for starting and engine tuning.
 - e. Under no circumstances should engines be started on the workbenches. These workbenches are provided only for assembly and repairs.
11. Gliders using high start or winch devices are required to locate these devices so that they are in line with one of the two runways (for best wind use.) Care should be taken so that high start or winch lines do not cross or drift across runways.
12. No aircraft will be taxied into the pit area or toward areas occupied by other pilots or spectators. Aircraft engines must be stopped at the pilot stations and towed or carried back to the pits.
13. Only four aircraft may be flown at one time. Spotters are required when more than two fixed wing aircraft are flown at the same time and strongly suggested for all flying. Only one rotary wing aircraft may be flown at one time. After taking off, flyers must move to one of the “pilot stations” located between the runways and the pits area. Flyers may stand near the runway when taking off and landing. After a successful take-off or landing you must leave the runway area as quickly as possible. Fixed wing flyers will use the flight stations near the runways; helicopter flyers will use the station near the heliport or the area inside the heliport circle.
14. Clearly and loudly announce all flight maneuvers which approach the runway areas. E.g. – “Low Pass, Landing, Taking Off, Touch and Go, Dead-Stick, and if you are walking to the runway.
15. Your first aircraft turn after takeoff should always be away from the pits. Fly the aircraft “two mistakes high” before trimming.
16. Before leaving the pits or flight station to pick up an airplane from the runway, announce you intentions by shouting “On the Field.”
17. Aircraft that have lost power (dead-stick) have priority for landing. Alert other flyers of a “dead stick” landing. When a pilot announces a “dead stick” condition, he/she has the right of way. Suspend all landings and take-offs and allow the aircraft to land.
18. The permitted flying area is north of the runway and on the east and west sides of the pit area. If using the east and west areas do not fly more than half the distance towards Seabury; do not cross the tree line to the South of the pit area. The NO-FLY ZONE is 15' from the edge of the runways extending back to the pit, parking and access road areas.
 - a. Please review the WFC site map for clarity.
 - b. Flying is only allowed within the “approved flying area” illustrated on the posted map at the club flying field.
 - c. Flying is not allowed over the parking, pit and spectator areas. Flying in these areas is a violation of WFC by-laws and contrary to the AMA safety code.

- d. Specifically, fixed wing aircraft are allowed to fly over most areas of the flying field.
19. All model aircraft equipped with combustion engines must be equipped with mufflers.
 - a. Sound levels will be maintained to be consistent with Town of Bloomfield regulations and seek to achieve AMA guidelines. Current sound levels will be maintained at or below 95db's at 3 meters for all model aircraft.
 - b. WFC goals concerning sound levels include achieving levels at or below 90db's at 3 meters.
 - c. Testing of all aircraft will consist of using a standard decibel sound meter held 18" off the ground, with fixed wing aircraft measured on the right side at full throttle, helicopters measured in hover slightly down wind of the exhaust.
 20. It is strongly suggested that WFC members do not fly alone. It is also suggested that members fly with a "spotter" at all times and is mandatory when more than two fixed wing aircraft are flown at the same time.
 21. All pilots should always beware of the proximity of the Seabury property and the senior residents residing there. Care must be taken to minimize noise and show respect to these residents at all times. These are our neighbors and we will always be considerate of them.
 22. Rules Governing the Use of the Flying Field will be posted at the flying field, on the frequency board.
 23. If you have any questions about these rules or safety in general, ask a club officer or other member for advice.
 24. The flying field is closed and flying is strictly prohibited when anyone is working on the field including grass cutting, field work, road work, and all other repairs and work efforts.

SUPPLEMENTAL SAFETY AND FLYING RULES FOR HELICOPTERS

1. The term "helicopter" shall mean all rotary wing aircraft, other than autogyros, whether powered by gas, glow or electric motors.
2. All helicopter pilots must be certified to fly by the Club's Training Director or by a Helicopter Trainer appointed by the Training Director to fly solo at the Field. Certification will be provided when the helicopter pilot is capable of flying a helicopter in a safe and competent manner and in accordance with all safety rules governing flying at the Club's field.
3. Helicopter pilots who have not been certified may fly helicopters under the supervision of a Helicopter Trainer. This activity shall use a "buddy-box" system supplied by the person being trained.
4. Any person wishing to become certified to fly a helicopter must at all times until becoming so certified fly with and under the direct supervision of a Helicopter trainer and, unless determined by the Helicopter Trainer to be unwarranted based on known capabilities of the person wishing to become certified to fly helicopters, using a "buddy-box" system supplied by the person being trained.
5. Helicopters shall be flown only in the Helicopter Area. The term "Helicopter Area" shall mean that portion of the Field which extends from the Helicopter Pad north to the East-West runway and the extension thereof west to the dike, and south to the tree line separating the flying field from the premises of Seabury, but in no event over or beyond the walking path maintained by Seabury for the use of its residents. The term "Helicopter Pad" shall mean the regularly mowed, circular area as existing on the date of the adoption of Amendment XII to the West of the parking area, but shall not include that area between said circular area and the parking area. Notwithstanding the foregoing in this Section 5, helicopters may be flown over all approved areas of the Field if and when, but only for so long as, no fixed wing aircraft are present at the field.
6. No more than one (1) helicopter may be flown in the Helicopter Area at the same time except on the occurrence of a special Club event.
7. Helicopters will start engines in the heliport circle area. Hovering is not permitted traveling to or from the pits

8. . Helicopter flights shall be limited to ten (10) minutes each.
9. Helicopter pilots shall at all times maintain the highest level of safety, shall comply with all safety regulations of the AMA pertaining to the operation of helicopters and with Club rules of general application regarding field usage and flight operations - - including, but not limited to, the use of frequency pins and the transmitter impound - - and shall fully cooperate with pilots of fixed wing aircraft. Any dispute over flight operations or conflict between provisions of the Club's Bylaws or safety regulations shall be resolved in favor of fixed wing aircraft operation.

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