

WINTONBURY FLYING CLUB - SAFETY AND FLYING RULES

Section 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.

Section 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.

Section 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.

Section 4. All visitors must be located behind the pilot stations.

Section 5. Permitted flying time for aircraft with internal combustion 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.

Section 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.

Section 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.

Section 8. Inspect your aircraft for loose or damaged parts. Make any repairs before flying the airplane again.

Section 9. Range check your equipment before flying each time you come to the field.

Section 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.

Section 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.

Section 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.

Section 13. Only four aircraft may be flown at one time. Only four fixed wing aircraft may be flown at one time. 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.

Section 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.

Section 15. Your first aircraft turn after takeoff should always be away from the pits. Fly the aircraft “two mistakes high” before trimming.

Section 16. Before leaving the pits or flight station to pick up an airplane from the runway, announce you intentions by shouting “On the Field.”

Section 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.

Section 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.

Section 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.

Section 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.

Section 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.

Section 22. Rules Governing the Use of the Flying Field will be posted at the flying field, on the frequency board.

Section 23. If you have any questions about these rules or safety in general, ask a club officer or other member for advice.

Section 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 ROTARY WING AIRCRAFT/ HELICOPTERS

The flying of rotary wing aircraft by members of the Wintonbury Flying Club (the "Club") shall be permitted at the Club's flying field at Blue Hills Flood Water Retention Area, Reservoir No. 2 (the "Field") in accordance with the following provisions.

Section 25. The term "rotary wing aircraft" shall mean a rotary wing aircraft, other than autogyros, whether powered by gas, glow or electric motors.

Section 26. All rotary wing aircraft pilots must be certified to fly by the Club's Safety officer or by a Rotary wing aircraft Trainer appointed by the club's Safety officer. Any person wishing to become certified to fly rotary wing aircraft must at all times until becoming so certified fly with and under the direct supervision of a Rotary wing aircraft Trainer and, unless determined by the Rotary wing aircraft Trainer to be unwarranted based on known capabilities of the person wishing to become certified to fly rotary wing aircraft, using a "buddy-box" system supplied by the person being trained

As used herein, to be "certified to fly" shall mean that a Rotary wing aircraft Trainer has determined that the person seeking to be so certified is, without the assistance, coaching or intervention of a Rotary wing aircraft Trainer or any other person, capable of flying a rotary wing aircraft in a safe and competent manner as noted in Article 2 (a) and in accordance with all safety rules governing flying at the Club's field.

- a. To become certified to fly rotary wing aircraft, pilots will be required, as a minimum, to demonstrate the following:
 - i. Controlled take-off and landing
 - ii. Controlled hovering
 - iii. Controlled forward flight
- b. The Rotary Wing Aircraft Trainer shall have the authority to impose additional certification or qualification demonstration requirements, as deemed necessary, when a previously certified rotary aircraft pilot begins flying an aircraft substantially different from the type on which he/she was initially certified.

Section 27. The “Rotary Wing Flying Area “ shall be deemed as the area defined as follows:

1. The “helipad” shall be the platform located 60 yards due West and 40 yards diagonally south of the previous helipad, as defined by the map included in the Wintonbury Flying Club Membership manual.
2. An area defined as 15 yards from the rotary winged flying area and the main runway and 15 yards from the rotary winged aircraft flying zone to the parking area on the east end shall be considered a no fly zone for rotary winged aircraft
3. Rotary wing aircraft may be flown from this area bounded by the East-West runway to the North, the dike to the West and the “defined: No Fly Zone” to the South. In no event will flying be permitted over or beyond the walking path maintained by Seabury for the use of it’s’ residents.
4. Rotary wing aircraft shall be flown only in the Rotary wing aircraft area.
5. Rotary wing aircraft may be flown over all approved flying areas of the field only during scheduled rotary craft events; otherwise they are limited to their designated area.

Section 28. No more than one (1) rotary wing aircraft may be flown in the Rotary wing aircraft Area at the same time and, unless there are no other rotary wing aircraft pilots present and wishing to fly, rotary wing aircraft flights shall be limited to ten (10) minutes.

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