POPLAR FORD RC MODEL AIRCRAFT USE RULES
(Amended July 13, 2010)

1. This property is owned and operated by the Fairfax County Park Authority (FCPA)
2. This RC Model Aircraft Park is permitted for use to the Northern Virginia Radio Control Club (NVRC)
3. The FCPA has a Memorandum of Agreement with the (NVRC)
4. All RC model pilots must members of the Academy of Model Aeronautics (AMA) in order to ensure appropriate personal liability insurance coverage for their RC model aircraft activities
5. Liability insurance for each pilot shall be in the minimum amount of $2,500,000. An exception is made for aircraft with electric motors weighing less than 2 lbs. and which are incapable of speeds exceeding 60 mph; the liability requirement for such aircraft shall be in the amount of $500,000.
6. RC model aircraft pilots shall demonstrate competency for flying model aircraft as judged by the NVRC Safety Officer or his delegate
7. New RC model aircraft pilots will qualify for unsupervised flight status in accord with the current NVRC Pilot Training and Qualification Guide
8. No pilot will operate RC model aircraft while impaired by the use of alcohol, medications, or drugs
9. All RC model aircraft use will be done North of the PILOT LINE. Flyers will not stand on the airfield and/or the taxiways when flying
10. No more than three (4) aircraft shall be in the air at the same time
11. Engines shall not be run up in the pits
12. No torque rolls over the short grass, also known as the runway
13. Flyers shall obtain the proper frequency control pin and attach it to the transmitter antenna when in use, and shall maintain their transmitter on the impound stand when not in use. When obtaining a frequency pin, a flyer shall leave his NVRC club card (or his AMA card if he is a guest) in the associated control pin slot
14. Radios shall be range checked before the first flight of the day
15. No explosives or fireworks of any kind are allowed at the field at any time
16. All engines having a displacement of more than 0.10 cubic inches must be fitted with an effective silencing device when being operated at the flying site
17. All transmitters must have an AMA gold sticker (narrow-band) if manufactured prior to 1992. All receivers are to be of the narrow-band type for operation at 20 KHz frequency separation. The 27 MHz and 53 MHz bands are exempt from these requirements
18. The use of transmitters on frequencies in the Amateur Radio Service bands above 50 MHz is restricted to persons holding either a Technician, General, Advanced or Extra class Amateur Radio Service License issued by the FCC.
19. All transmitters shall be marked with the appropriate channel number and/or colored wind streamers) as outlined in the AMA Membership Manual.
20. Model aircraft size may not exceed 55 lbs. in weight, and must have mufflers to suppress noise. All aircraft flying in the Overfly Area shall not exceed Fairfax County sound thresholds. The threshold shall be 96 dBA at 3 meters (measured with slow response off the wingtip) on hard surface and 94 dBA on dirt/short grass.

FIELD ETIQUETTE AND
RECOMMENDED OPERATING PROCEDURES

1. Each member is responsible for removing personal trash
2. RC model aircraft users shall use the appropriate preflight inspection and/or initial inspection checklist provided by the Sponsor prior to the first flight of the day on each aircraft to be flown
3. RC model aircraft users and escorted guests only are allowed on North side of the spectator fence. An escorted guest is one who is under the direct supervision of an RC model aircraft user. The guest should have been briefed by the RC model aircraft user as to proper, safe behavior, and should be acting in a responsible manner. The guest should never be at the impound area, on the flight line, walking among other pit areas unsupervised, or be inattentive to the hazards of the field
4. It is recommended that RC model aircraft use be done North of the runway whenever practical
5. Taxiways are defined at the East and West ends of the pilot area, and at the edge of the runway just North of the Foul Line. Aircraft should not be taxied in the area between the pilot line and the transmitter impound stand, nor into the pits
6. Takeoff should not commence from the taxiways
7. Runway usage should be controlled by good communications between flyers
8. AMA guidelines for propeller spinners or safety nuts should be followed whenever practical
9. Engines should not be stopped by contact with the spinner or propeller except in emergencies
10. Engine restarts on the runway are not recommended
11. Transmitters should be marked with the owner's name clearly visible
12. If others are waiting for the frequency pin, the maximum time allowed for engine testing/other maintenance and flight should be 15 minutes.

MAIDEN FLIGHT PREFLIGHT

INTERNAL (Remove wing if attached)
1. Servo mount, servos, servo arms secure.
2. Push rods secure.
3. Receiver and battery padded and secure.
4. Check for loose items that could foul servo or pushrod movement.
5. Check for fuel leaks - tank area fuel proofed?

WING
1. Check for breaks, wraps, etc.
2. Insure center section is adequately reinforced.
3. Check aileron pushrods and aileron clevis' (if equipped) before securing wing to aircraft.
4. Brief new pilots on adequacy of rubber bands.
5. After wing is in place, check for proper incidence and alignment as best you can.

ENGINE AREA
1. Firewall area fuel proofed.
2. Check engine mount, engine, muffler and prop nut and/or spinner for security.
3. Check prop for nicks, cracks, etc. Brief new pilot on importance of this check.
4. Check nose steering mechanism (if equipped).
5. Check cowl secure (if equipped).
6. Check engine for obvious thrust misalignment.

TAIL SECTION
1. Check vertical fin, rudder and rudder clevis for security.
2. Check tail wheel security (if equipped).
3. Check horizontal stabilizer, elevator and elevator clevis for security.

BALANCE
1. Balance aircraft with fuel tank empty.
2. Show new pilots proper balance point and balance technique.
3. Explain danger of a tail heavy aircraft.
4. Tail heavy situations should be corrected prior to flight.

RANGE CHECK/STARTING ENGINE
1. Insure that radio batteries have been adequately charged.
2. When frequency pin is available, attach to antenna and range check aircraft with antenna collapsed (explain why to new pilots).
3. Check to insure that all flight controls and engine controls move in the proper direction.
4. Check that flight control surfaces are in proper trim.
5. Fuel aircraft.
6. Start engine.
7. Tune engine (away from pits).

ROUTINE PREFLIGHT INSPECTION

INTERNAL (Before attaching wing)
1. Check servo mount, servo, and servo arms secure.
2. Check pushrods secure.
3. Check receiver and battery secure.
4. Check for loose items/wires that could foul servo arms/ pushrods.
5. Check for fuel leaks.

WING
1. Check wing for breaks, warps, cracks, etc.
2. Check aileron pushrods, linkage and clevis' (if equipped) prior to securing wing to aircraft.

ENGINE AREA
1. Check engine mount, engine, muffler, prop nut and/or spinner for security.
2. Check prop for nicks, cracks, etc.
3. Check nose steering mechanism (if equipped).
4. Check cowl secure (if equipped).

TAIL SECTION
1. Check vertical fin, rudder and rudder clevis for security.
2. Check tail wheel (if equipped).
3. Check horizontal stabilizer, elevator and elevator clevis for security.

RANGE CHECK/FLIGHT CONTROL CHECK
1. When frequency pin is available, attach to antenna and range check aircraft with antenna collapsed.
2. Check that flight controls move in proper direction.
3. Check that flight control surfaces are in proper trim.

2009 OFFICAL
ACADEMY OF MODEL AERONAUTICS
NATIONAL MODEL AIRCRAFT SAFETY CODE

GENERAL

1. A model aircraft shall be defined as a non-human-carrying device capable of sustained flight in the atmosphere. It shall not exceed limitations established in this code and is intended to be used exclusively for recreational or competition activity.
2. The maximum takeoff weight of a model aircraft, including fuel, is 55 pounds, except for those flown under the AMA Experimental Aircraft Rules.
3. I will abide by this Safety Code and all rules established for the flying site I use. I will not willfully fly my model aircraft in a reckless and/or dangerous manner.
4. I will not fly my model aircraft in sanctioned events, air shows, or model demonstrations until it has been proven airworthy.
5. I will not fly my model aircraft higher than approximately 400 feet above ground level, when within three (3) miles of an airport without notifying the airport operator. I will yield the right-of-way and avoid flying in the proximity of full-scale aircraft, utilizing a spotter when appropriate.
6. I will not fly my model aircraft unless it is identified with my name and address, or AMA number, inside or affixed to the outside of the model aircraft. This does not apply to model aircraft flown indoors.
7. I will not operate model aircraft with metal-blade propellers or with gaseous boosts (other than air), nor will I operate model aircraft with fuels containing tetranitromethane or hydrazine.
8. I will not operate model aircraft carrying pyrotechnic devices which explode or burn, or any device, which propels a projectile of any kind. Exceptions include Free Flight fuses or devices that burn producing smoke and are securely attached to the model aircraft during flight. Rocket motors up to a G-series size may be used, provided they remain firmly attached to the model aircraft during flight. Model rockets may be flown in accordance with the National Model Rocketry Safety Code; however, they may not be launched from model aircraft. Officially designated AMA Air Show Teams (AST) are authorized to use devices and practices as defined within the Air Show Advisory Committee Document.
9. I will not operate my model aircraft while under the influence of alcohol or within eight (8) hours of having consumed alcohol.
10. I will not operate my model aircraft while using any drug which could adversely affect my ability to safely control my model aircraft.
11. Children under six (6) years old are only allowed on a flight line or in a flight area as a pilot or while under flight instruction.
12. When and where required by rule, helmets must be properly worn and fastened. They must be OSHA, DOT, ANSI, SNELL or NOCSAE approved or comply with comparable standards.

RADIO CONTROL

1. All model flying shall be conducted in a manner to avoid overflight of unprotected people.
2. I will have completed a successful radio equipment ground-range check before the first flight of a new or repaired model aircraft.
3. I will not fly my model aircraft in the presence of spectators until I become a proficient flier, unless I am assisted by an experienced pilot.
4. At all flying sites a safety line or lines must be established, in front of which all flying takes place. Only personnel associated with flying the model aircraft are allowed at or in front of the safety line. In the case of air shows or demonstrations a straight safety line must be established. An area away from the safety line must be maintained for spectators. Intentional flying behind the safety line is prohibited.
5. I will operate my model aircraft using only radio-control frequencies currently allowed by the Federal Communications Commission (FCC). Only individuals properly licensed by the FCC are authorized to operate equipment on Amateur Band frequencies.
6. I will not knowingly operate my model aircraft within three (3) miles of any preexisting flying site without a frequency-management agreement. A frequency-management agreement may be an allocation of frequencies for each site, a day-use agreement between sites, or testing which determines that no interference exists. A frequency-management agreement may exist between two or more AMA chartered clubs, AMA clubs and individual AMA members, or individual AMA members. Frequency-management agreements, including an interference test report if the agreement indicates no interference exists, will be signed by all parties and copies provided to AMA Headquarters.
7. With the exception of events flown under official AMA rules, excluding takeoff and landing, no powered model may be flown outdoors closer than 25 feet to any individual, except for the pilot and the pilot's helper's) located at the flightline.
8. Under no circumstances may a pilot or other person touch a model aircraft in flight while it is still under power, except to divert it from striking an individual.
9. Radio-controlled night flying is limited to low-performance model aircraft (less than 100 mph). The model aircraft must be equipped with a lighting system which clearly defines the aircraft's attitude and direction at all times. (N/A Park closes at dark).
10. The operator of a radio-controlled model aircraft shall control it during the entire flight, maintaining visual contact without enhancement other than by corrective lenses that are prescribed for the pilot. No model aircraft shall be equipped with devices which allow it to be flown to a selected location which is beyond the visual range of the pilot.