

SAFETY MEMORANDUM

Number two

May 7, 2009

1. Always use common sense and courtesy. You are responsible to know AMA safety regulations and local field rules. If you do not know the rules, please read your AMA literature and the TSMF Membership Manual again. We have had a few close calls that could have resulted in serious injury or even death.

2. Planes shall be started and adjusted along the line marked by the safety benches and hedges. Consider using the safety benches when available. Avoid long adjustments near flight stations in use as it confuses the pilot. Pilots may taxi out of the pit area but not into it.

3. In areas not near the covered walkways (north and south ends of the field), planes may be started and tested in grassy areas.

4. The north area is generally noted as the U-control and helicopter maneuvering area. Helicopters and sailplanes using the main runways are expected to approximately follow the same flight patterns as fixed wing aircraft in take off, landing, and maneuvering.

5. Club policy is that pilots have a spotter to call out landings, take-offs, warn of other aircraft, and assist in spotting downed aircraft. The pilot and spotter are the only ones allowed at the flight station.

6. Pilots may fly behind the flight line by staying West of the road and not over buildings. This is helpful if several planes are in the air at once or when the sun is in your eyes. No low passes or maneuvering below 20 feet over the runway unless you are the only pilot flying.

7. With the extensive use of the 2.4 radios, it will not be necessary to impound radios; however, always put your card up for control purpose.

8. These safety guidelines may be modified and improved at any time with the general consensus of the membership. The Safety Coordinator is here to help us have a better club. Please cooperate. See any officer for interpretation of all rules.

Current Safety Coordinator

May 7, 2009