



**Pebble Creek Flyers, Inc.**  
**Field & Safety Rules – July 2026**

## **1.0 INTRODUCTION**

All club operations including any special events, shall be conducted in accordance with the current AMA National Model Aircraft Safety Code along with the Pebble Creek Flyers, Inc. (hereinafter referred to as “PCF” or the “Club”) club Field and Safety rules. Adherence to the previously stated rules and regulations is the responsibility of individual PCF shareholders and all guests of PCF. Enforcement of the stated rules and regulations is the responsibility of the PCF Safety Coordinator and, if necessary, the PCF Board. Individual shareholders are not to be self-designated “safety police” and should not harass others but instead should direct any concerns to the Safety Coordinator. The PCF Safety Coordinator is listed on the PCF website. Continued violations of club rules may result in those actions being escalated to the PCF Board, for their review. The penalty for continued rule violations is outlined in the club’s bylaws which include the suspension of flying privileges through the revocation of the offender’s club share subsequent due process. The current AMA National Model Aircraft Safety Code is available on the AMA website. Pebble Creek Flyers Inc. Field and Safety rules, bylaws and site diagrams are all viewable on the PCF website at <https://www.pebblecreekflyers.com>.

**The AMA Safety Program Handbook is a compilation of AMA documents and programs as they pertain to safe model operation. Pebble Creek Flyers, Inc. expects all shareholders and guests to adhere to the guidelines and recommendation as outlined in the handbook unless otherwise specified or as determined by the PCF Safety Coordinator. Visit <https://www.modelaircraft.org/sites/default/files/documents/100.pdf> to ensure you have the most recent version of this safety handbook.**

PCF’s general field rules, expected field etiquette and specific aircraft starting, taxiing and flight rules as they pertain to all pilots, fixed wing aircraft, helicopters and drones being flown at the PCF flying site are detailed below:

### **1.1 GENERAL CLUB RULES & FIELD ETIQUETTE**

1. Hours of operation of fixed wing aircraft, helicopters and drones.
  - Electric powered aircraft from 8:00 AM to 10:00 PM
  - Glow, Gas and Turbine aircraft 9:00 AM to DUSK.
  - Night flying requires onboard lighting systems
  - Night Drone flying is only permitted under lights in the designated Drone Area.
2. All aircraft shall be identified with information per FAA UAS registration requirements.
3. All spectators and their vehicles shall remain behind the Spectator Fence as shown on the site diagrams posted on the board in “Warming Hut”.
4. Flying while the grass is being cut or rolled is prohibited, unless permission is granted by the person doing the field maintenance task.



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5. Only aircraft equipped with sound dampening systems will be allowed to be run, taxied or flown at the PCF flying site.
6. PCF shareholders or PCF guests having aircraft powered by gas turbines shall be allowed to operate at the PCF and shall possess a current AMA turbine waiver and follow the AMA Gas Turbine Program requirements.
7. All aircraft weighing over 55 pounds ready to fly must be flown in accordance with the AMA Large Model Airplane Program (LMA) requirements.
8. All club members or the guests of PCF shall be responsible for collecting their own liter. **CLEANUP and remove rubbish before leaving the field! “Carry in, Carry out!”**
9. Cigarette, cigar or pipe smoking is permitted in areas which are not otherwise specifically posted as being a prohibited smoking area.
10. If you are the last person to leave the field, it is expected that you will close and lock the swing gate which is located on the driveway at the entrance to the property.
11. Properly stowing PCF accessories such as flight stands, tables and chairs is the responsibility of those persons using that equipment. If you use a wheeled airplane stand, it is expected that you place it back in its proper storage location, under the sunshade, when you are through using it.
12. Vehicles arriving or leaving the PCF flying site shall do so in an orderly manner at a reasonable rate of speed. PCF shareholders and their guests are reminded to please use caution when entering or exiting the PCF site. Persons should slow to a stop and look both ways when crossing the railroad tracks and paved bicycle path (Glacial Drumlin Trail). Additionally, PCF shareholders and their guests are reminded to use caution when crossing the site access bridge.

### **1.2 AUTHORIZED PILOTS**

1. Authorized pilots include club shareholders and their guests (As a courtesy to the other shareholders please limit any one guest's visits to no more than 3 times annually) and those persons invited to participate in special events hosted by PCF. Guests of PCF shall be accompanied by a shareholder at all times and shall review the PCF Field and Safety rules and regulations prior to flying. It is understood that each person flying at the PCF field shall have a current AMA membership and be prepared to present their membership card upon request of a Board Member.
2. Introductory flight demonstrations where individuals are allowed temporary control of an aircraft by means of a “buddy box” connected transmitter are not required to have an AMA membership. The pilot who is providing the flight demonstration must have a current AMA membership. For new pilots requiring extended training it is recommended to contact a club shareholder holding an “Intro Pilot Mentor Designation”.
3. A minor child of a shareholder is permitted to fly as often as desired, but must have an AMA card and must be accompanied by a shareholder or parental guardian who is present at all times. Once the minor child reaches the age of 18, in order to continue flying, they would then need to become a shareholder or be accompanied by a shareholder as a guest as outlined in #1 above.



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### **1.3 FREQUENCY CONTROL**

1. Frequency control is not necessary for those persons operating aircraft on the 2.4 GHz frequency band.
2. Frequency control for those persons operating aircraft on 72-75MHz frequency band radio systems shall adhere to the following:
  - A. All transmitters must display the channel number of operation.
  - B. The frequency control board, located west of “Warming Hut” must always be used. The pilot must obtain proper frequency pin from the control board and attach to antenna of their transmitter.
  - C. When the pilot has landed and parked their aircraft and ONLY when the transmitter has been turned off, the frequency pin should be placed back on the frequency control board. Passing the frequency pin to another pilot on the same frequency is allowed.

### **2.0 FLIGHT OPERATIONS – SAFETY**

The following rules, regulations and procedures pertain to all powered and non-powered, fixed and rotary wing aircraft to be flown by PCF shareholders or guests of PCF. PCF site is an AMA Chartered Site and a designated FRIA Zone. Remote ID is not required to fly at the PCF field.

The PCF field is located in Class D airspace and our maximum allowable altitude, without a specific FAA waiver, is 400’ AGL. Pilots wishing to fly above 400’ shall acquire the required authorization from the FAA and be prepared to present that FAA authorization to the appropriate authorities upon request.

#### **2.1 FIXED WING AIRCRAFT PITTING TAXIING & STARTING**

1. Aircraft pitting may take place anywhere behind the Pilot Barriers. All engine starting, engine re-starting and the arming of electric powered aircraft shall be confined to the area between the Pilot Barriers and Spectator Fence as shown on site diagram posted in the “Warming Hut”. Pilots shall never taxi into or out of the Spectator Area, or within the Pilot Station area confined between the length of the Spectator Fence and Pilot Barriers, under any circumstance. Taxiing behind the Pilot Barriers, but not behind the Spectator Fence line “extended,” is permitted on the far west and far south ends of the Pilot Stations; however, taxing must remain 20’ or more from equipment or people. All aircraft regardless of their power source shall be shut down before reaching the Spectator Fence and carried or towed back to the pit area. Under no circumstance shall anyone be allowed to start gasoline or glow engines or arm electric powered aircraft under the sunshade or on the picnic tables. “Arming an electric aircraft shall mean plugging in the battery if the aircraft does not have an arming switch, or turning on the arming switch if so equipped.”



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2. When starting gasoline or glow engines or arming electric powered aircraft, the aircraft must be restrained by the pilot by holding any part, or restrained mechanically or by an assistant. Extended engine testing and break in for extended periods of time shall take place on the grassy area immediately west of the shed. Under no circumstance shall a pilot ever leave a gasoline or glow engine running or an electric aircraft armed and unattended.

## **2.2 AIRCRAFT FLIGHT**

The PCF Safety Lines are delineated on the East-West and North-South runways by orange plastic buckets. Refer to the PCF site diagrams located in the “Warming Hut”.

1. Prior to taking off or landing, pilots shall announce their intention.
2. The first pilot “up” in the air shall establish the direction of the flight pattern for that particular runway, i.e. left or right. Subsequent pilots taking off shall follow the same flight pattern as established by the first pilot up in the air for that particular runway.
3. There shall be no more than five (5) aircraft flying at the same time. This is the total combined number of allowable aircraft flying on the East-West runway or the North-South runway or a combination of both runways.
4. Pilots with planes in the air shall stand behind the Pilot Barrier unless flying solo. Pilots going into the Overfly Area to fly solo shall wait for all other pilots to land and shall state their intentions to fly solo by announcing “I AM FLYING SOLO AND WILL BE ON THE RUNWAY”. Once the solo pilot has retreated behind the Pilot Barriers, other pilots may resume flying.
5. Pilots having to go onto the field outside of the Pilot Barrier to retrieve an aircraft while the Overfly Area is active with other planes shall announce their intention to do so by shouting “ON THE FIELD”. After retrieving an aircraft announce: “CLEAR” to indicate the hazard is removed.
6. Due to the diverse mix of pilots and types of radio-controlled aircraft present at the PCF flying site at any one time, it may be necessary to actively operate simultaneously both the East-West runway and the North-South runway. Details of this practice should be worked out with pilots flying at the same time.
7. Pilots shall at no time intentionally fly behind either of the runway Safety Lines, including pilots flying solo. Again, if a pilot or a PCF guest is un-sure as to where the Safety Lines are, they are urged to review the field diagrams which have been posted in “Warming Hut”.
8. FPV flight is permitted on the main runways with the flight path restricted not to exceed the PCF Overfly Area. A spotter is always required and should be familiar with the control system to take control if needed. FPV operation is required to stay within the Overfly Area, following the



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same rules as any aircraft. Drone pilots wanting to fly on the main runways during fixed wing operation **MUST** get approval from the fixed wing pilots. FPV flight operations on the main runways are not permitted while the Drone Area is in use.

**3.1 FPV and Multi-Purpose Area Flight Rules**

1. The Multi-Purpose Area is intended for fixed-wing aircraft with a wingspan of less than 1-meter, drones, and helicopters.
2. Follow all AMA rules
3. Follow all PCF rules
4. Only fly FPV within the boundaries of the Multi-Purpose Area or PCF Overfly Area. Do not fly over road, building, people etc.
5. Confirm your video channel and power availability with all pilots before plugging in.

**DO NOT “PLUGIN” WHILE PILOTS ARE ACTIVELY FLYING WITHOUT PERMISSION FROM THE PILOT(S) FLYING.**

6. No flying while anyone is beyond the Pilot Barriers.