

Marymoor R/C Club

Edward B. Sand Memorial Model Airfield

Marymoor Park, King County

SAFETY AND FIELD OPERATING RULES

The Marymoor RC Club (MAR/C) is privileged to operate and maintain this airfield under a Use Agreement with King County Parks, restricted to recreational and educational uses.

Marymoor Park hosts many outdoor activities; safety and public perception of safety are paramount.

Under the Use Agreement, all pilots must hold a valid membership with the Academy of Model Aeronautics (AMA), must comply with the AMA National Model Aircraft Safety Code, and must comply with the following rules established by MAR/C for this airfield.

RULES FOR VISITORS:

- Guests are not allowed inside the fence without an escort by a club member.
- Unattended children and guests are not allowed at or beyond the line of tables.
- Pets must be on a leash and must remain behind the line of tables.
- Model rockets are not allowed.

OUTLINE OF THE RULES FOR RC PILOTS:

- I. The pilot is solely responsible for safe flight
 - a. Fly in a safe manner
 - b. Maintain safe aircraft
 - c. Maintain proficiency
- II. Be courteous, work with others to foster a culture of learning, safety, and fun
- III. Maintain Federal registration and National and Local memberships

I. THE PILOT IS SOLELY RESPONSIBLE FOR SAFE FLIGHT

A. Fly in a safe manner

1. Where to fly or not to fly



- a. Fly only within the airfield flying limits, between the airplane silhouette boundary signs to the south of the straight safety line defined by the north edge of the runway and the two red and white pylon markers.
 - b. Do not fly behind the safety line over the pit, spectator, or parking areas, or beyond the flight limits shown on the flying field map.
 - c. Do not fly higher than 400 feet Above Ground Level (AGL) per Federal Aviation Administration (FAA) regulations for class G airspace.
 - d. Call out loudly when low flying manned aircraft or large birds are approaching the field. Pilots must yield and steer away from manned aircraft or birds.
2. Takeoffs, hand launches, and landings must be from the runway only.
 - a. Take off and land left to right unless current winds dictate otherwise.
 - b. Helicopters and multi-rotor aircraft must take off and fly from the runway or specifically designated locations and follow the same rules as the other aircraft.
 3. High speed passes and low altitude maneuvers must be no closer than the runway centerline if any other people are at the flight line. .
 4. To reduce the chances that a malfunction, pilot error, or bumped control could cause injury:
 - a. Pilots must shut down engines and motors at the designated sign prior to entering the pit area from the runway.
 - b. Pilots must not taxi or run engines or motors in the area between the spectator fence and the tables.

- c. Aircraft must be restrained when the motor or engine is being started, run up, or adjusted in some manner.
5. Fire Prevention: No Smoking within 20 feet of anyone fueling an aircraft or open containers of fuel. Note: Dry brush beyond the runway in the dry season is a fire hazard.
6. Pilots must be in a fenced pilot station when controlling flying aircraft. No more than five aircraft are permitted in the air at any one time.
7. When any RC aircraft are flying:
 - a. Only persons controlling a flying model, instructing, spotting, or searching for a lost model are allowed beyond the marked boundary approximately 25 feet back from the flight line.
 - b. No more than two persons may occupy each flying station
8. The MAR/C flying area is an approved FRIA (Federally Recognized Identification Area). Remote Identification Devices (RID) are not required, but if installed, must not be disabled.
9. Pilots must fly within visual line of sight (LOS). First Person View (FPV) pilots must use spotters and remain within LOS as specified by AMA [Document #550](#) and [Document #560](#).

B. Maintain safe aircraft

1. Pilots are responsible to ensure any aircraft they fly, regardless of ownership, is functioning safely and has no defects of the structure or control systems that would jeopardize safe flight.
2. To minimize the risk of damage or injury due to uncontrolled engine or motor power, and the risk of flying beyond the field boundaries, when an aircraft is new to the pilot or after changes are made that might affect blocking of the signal to the antennas, two tests must be performed successfully:
 - a. **Failsafe check:** when the radio system is equipped with a failsafe feature (as all modern R/C systems are), it must be tested to ensure that when the receiver loses the signal, electric motors stop and gas or glow engines are commanded to idle. Aircraft must be restrained during this test.
 - b. **Range check:** must be tested using the procedure defined in the operating manual of the R/C system.
Consult resources available at <https://mar-c.org> for information on how to set up your R/C system and conduct these tests.
3. Aircraft using gas turbine engines are not permitted.

C. Maintain proficiency

1. Flyers less than 12 years of age, and provisional members, must fly under the direct supervision of a MAR/C Club Full Member responsible for the safety of the flight.
2. To fly "solo" without supervision or without an instructor, members wanting to move to Full or Youth member, must pass both a Flight Proficiency Check and a knowledge Quiz, including:
 - a. New Members, defined as someone who has not been a member for longer than the two calendar years immediately preceding the year of application, and,
 - b. New Pilots, who are ready for their first solo flight at this field.

II. COURTESY

A. Hours and noise

1. Hours: The airfield is open from dawn until 8am for electric powered aircraft only. The airfield is open for all flying 8am to dusk. Pilots shall use good judgment about the type of electric aircraft being flown before 8am. Noise levels should not exceed that of a low-speed airplane powered by a single 3S battery.
2. Effective mufflers are required on all internal combustion engines.
3. Aircraft sound level must be 90dBA or less, measured at 25 feet over grass as defined by MAR/C Policy 2012-1.

B. Common pilot courtesy

1. Pilots must communicate their intentions to other flying pilots using the callouts shown on the placard in each flying station.
2. Pilots shall not perform low-level aerobatics, hovering maneuvers, or high-speed passes over the runway, except when flying alone, or by prior agreement with other flyers.
3. No pilot, or group of pilots shall dominate the use of the field. Sharing of the runway and the airspace is required. Pilots shall be courteous and give right of way to field maintenance volunteers and park staff when flying must stop so that they may safely be on or near the field to accomplish their tasks.
4. Discrimination: MAR/C's agreement with King County states that KC Code chapters 12.16, 12.17, and 12.18 apply. No person shall be denied or subjected to discrimination in receipt of the benefit of any services or activities made possible by MAR/C on the grounds of sex, race, color, creed, national origin, religion, sexual orientation, gender identity or expression, age (except minimum age and retirement provisions), marital status, or the presence of any sensory, mental, or physical handicap.

III. MAINTAIN MEMBERSHIPS AND REGISTRATIONS

- A. Pilots must register and place their FAA UAS (Unmanned Aerial Systems) registration number on their aircraft, as described at https://www.faa.gov/uas/recreational_flyers.
- B. Pilots must retain proof in their possession that they have passed the TRUST examination (available at <https://trust.modelaircraft.org>).
- C. All pilots must be members of the AMA and maintain current Full or Youth membership, and abide by the safety rules set by the AMA as described at <https://www.modelaircraft.org/safety>.
- D. All pilots must have a current membership in MAR/C, except for MAR/C guests and during special events.
- E. While a MAR/C Full Member is present, they may allow a Guest Pilot to fly. Guest pilots must be AMA Full or Youth members in good standing. The Guest Pilot must show understanding of the rules, especially boundaries, and the ability to fly safely. This privilege shall not be used more than twice per year for any Guest Pilot.