

Pits and Flight Line Rules

1. Never go onto pit/flight line/runway area if not a pilot or helper unless invited by a member.
2. Never fly during model runway field maintenance.
3. A training pilot never flies without a designated instructor; regular member student pilots may be assisted by qualified regular members.
4. Never turn on transmitter unless displaying proper channel control clip on transmitter antenna
5. Both NARCA and AMA membership cards must be in correct slot while you are in possession of channel control clip.
6. Effective engine silencers are required on all engines with displacements greater than .10 cu in.
7. Do not conduct prolonged engine tests or trouble shooting in immediate proximity of pit area.
8. Never fly or test over 20 minutes on a multi-user frequency.
9. Contain fuel overflow when fueling and de-fueling tanks.
10. Never use gasoline without a gasoline fire extinguisher.
11. Direct prop blasts away from other aircraft and people.
12. Verify clear runway/approach and announce intention prior to entering runway or taking off or landing.
13. Declare "Deadstick" or "Emergency" to clear landing path.
14. Accept responsibility for any damage caused by you.

Coordination with Manned Aircraft

1. Model aircraft will yield the right-of-way and use of the runway to a manned aircraft. If a manned aircraft is preparing to land or take flight all model aircraft are to immediately land and exit the runway until the manned aircraft has departed the area.
2. A manned aircraft must signal his intention to use the Epps Airpark runway. The primary signal is visual presence before approaching the runway. The secondary signal is use of the VHF radio on the frequency assigned to Epps Airpark if the manned aircraft is so equipped. NARCA has a receive-only radio.
 - a. For landing, the manned aircraft will make a pass on the west side of the runway as the visual signal to warn the modeler of his intent to land. This gives the model flyer time to safely land his model and yield the runway. Use of the VHF radio on the frequency assigned to Epps Airpark is also required if the aircraft is so equipped. Besides landing and yielding the runway, the model flyer will also provide a positive visual response to the VHF call by activating the landing strobe light mounted atop the shade shed until the manned aircraft has landed but not to exceed 15 minutes.
 - b. For takeoff, the manned aircraft will position itself at the top of the rise near the south end of the runway as the visual signal to warn a modeler of his intent to use the runway. If necessary he will run up his engine to make noise or taxi on and off the runway to capture the model flyer's attention. The model flyer will respond with a hand signal to acknowledge the aircraft presence. Use of the VHF radio on the frequency assigned to Epps Airpark is also required if the aircraft is so equipped. The model flyer must then immediately land the model aircraft and yield the runway. Besides landing and yielding the runway, the model flyer will also provide

a positive visual response to the VHF call by activating the landing strobe light mounted atop the shade shed until the manned aircraft has landed but not to exceed 15 minutes.

3. If a manned aircraft will use the runway to practice touch-and-go landings he will inform the model aircraft flyer of his intentions.
4. Should the NARCA members be performing field maintenance (mowing) and not hear or notice the manned aircraft, the manned aircraft will taxi near or fly by the mowers.
5. Should a manned aircraft unexpectedly approach the runway while a model aircraft is in flight then the model aircraft may not be able to safely land and exit the runway before the manned aircraft enters the model flying space. In this event, the model pilot will fly the model aircraft east (toward Carroll Road) and orbit until the manned aircraft exits the area. If necessary, the model flyer will deliberately crash the model aircraft into the ground in order to avoid approaching a manned aircraft.
6. Modelers are to use any and all measures necessary to avoid model and manned aircraft being in the same airspace at the same time. These procedures will be restated annually at the November NARCA Annual meeting.

Lease Rules Related to Members' Activities

1. Activities by the Lessee (NARCA) on the leased premises are limited solely to those normally performed by an AMA chartered model aeronautics club. Upon prior coordination with and consent of the Lessor (Mr. Epps), the south end and related ramp area will be available to the Lessee.
2. No alcoholic beverages shall be permitted by the Lessee or its invitees on the premises at any time.
3. There shall be neither cutting of timber by the Lessee nor removal of wood or other products from the premises without the prior permission of the Lessor.
4. No firearms shall be permitted on the premises and no hunting shall be permitted.
5. No open fires by the Lessee or its invitees shall be permitted on the premises.
6. No unlawful activity or nuisance by the Lessee shall be permitted on the leased premises.
7. No member or invitee shall go upon or damage any crops or property of any land adjoining the leased premises.
8. No skydiving or parachute jumping by the Lessee shall be permitted on the leased premises.
9. No member shall enter the Epps property from Harvest Road. All access shall be by the Carroll Road entrance and gravel road at the north end of the runway.
10. There shall be no driving of motor vehicles on or across the runway. Any necessary vehicular traffic on the runway, proper, shall be at the extreme ends or along the edges outside of the tire lines. Members shall always check for full-sized aircraft traffic when using the runway or the gravel roadway that borders the north end of the runway.
11. A line of contact shall be maintained between the Lessor and the Lessee.
12. The Lessor shall continue using the property as in the past and will coordinate activities, including runway maintenance, with the Lessee so as not to interfere with the Lessee's activities.
13. Activities by either party might restrict use by the other party. Subject to mutual consent, these activities will be

allowed. Should an activity, event or condition exist at EPPS (PRIVATE) requiring a Notice to Airmen (NOTAM) such notice shall be issued by the Lessor.