

SRQ Field Rules revised May 23rd, 2026

GENERAL ITEMS

- 1• All model aircraft operation shall be in accordance with the official Academy of Model Aeronautics (AMA) Safety Code and these Field Rules.
- 2• All pilots shall be current members of the AMA.
- 3• Alcoholic beverages are strictly forbidden at the flying field.
- 4• Pilots must have both a current AMA License and a current SRQ membership or be a valid registered guest for verification when engaged in flying activities at the SRQ field.
- 5• SRQ will issue I.D. badges annually to active members. This I.D. badge must be displayed by each member for easy viewing. All SRQ members must have their current I.D. badge at the field.
- 6• Sponsoring members shall always be responsible for the conduct of their guests while using the SRQ facility. Additionally, the sponsoring member must advise the guest that his use of the facility is subject to the same rules and regulations that the member must adhere to, including AMA, SRQ and any other rules and regulations that may be in effect from time to time. The SRQ sponsoring member shall be responsible to make the guest aware of all SRQ Field Rules, available for review in a ring binder labeled SRQ Field Rules in the Operations building and displayed in the announcing booth in sun shelter #2. An aerial photograph which depicts the SRQ fly zone follows the SRQ Field Rules. The Guest Registration Form, the Guest Badges and the SRQ Field Rules are in a ring binder or on the desk in the Operations Building. The Guest Registration Form and SRQ Field Rules are also available online.
- 7• All members shall:
 - a• Ensure that spectators are aware of restricted areas.
 - b• Supervise their children.
 - c• See that their pit area is free of litter, airplane parts, etc.
8. All aircraft must display an FAA registration number per FAA regulations.

9• The last person leaving the field (at any hour of the day) is responsible for stowing all equipment, closing all building doors and locking them.

RADIO CONTROL ITEMS

- 1• All transmitters must meet AMA and FCC current standards.
- 2• Any accident involving personal injury or damage to property other than models shall be immediately reported to an SRQ officer.
- 3• The Safety Officer may temporarily ground an unmanned vehicle or pilot for control issues or safety concerns t

SAFETY ITEMS

- 1• A single flight line, north of the runway pilot line, has been established for all modeling activity, one side of which is for flying, the other side for pilots, helpers, and spectators.
- 2• Prohibited actions include, but are not limited to:
 - a. Deliberate flying behind the flight line.
 - b. Directing exhaust or prop wash toward another model or modeler.
 - c. Flying beyond the designated boundaries of the field.
 - d. Taxiing in the pit area.
- 3• Preflight actions:
 - a. Preflight your model before each flight of the day.
 - b. When starting your engine, have the model restrained.
 - c. Adjustment of the model engine must be done from behind the propeller.
- 4• All turbine powered flights and FPV must have a qualified spotter next to the pilot during the entire flight. A qualified spotter shall be a current AMA member who is a qualified RC pilot at least 18 years of age.
- 5• Aircraft stalled on the runway should be retrieved as quickly as possible. Intent to walk across the flight line or onto the runway shall be announced before doing

so. A spotter should be requested by the person entering the runway area, to watch for landing aircraft.

6• Engines are to be started only at start up areas, not the pits. Electric engines should not be plugged in except on the start-up bench.

7• Engine break-in or extended engine tune-up is to be done in the designated break-in area at the very east end of the parking lot.

8• Particularly, with larger aircraft, consider maiden flights only with lesser attendance at the field and while there are no others on the flight line. You should announce your intent to maiden a craft. Others should respect the maiden flight.

9• Broken airplanes, parts and batteries are not to be left at the field. They should not be disposed into field trash areas. You must take these items away from the field and dispose of them yourself.

10• All turbine pilots and their spotters must sign in on the sign-in sheet each day they fly or spot a turbine aircraft. The sheet will be in the OPS building. They must fill in all the blanks.

SOUND RESTRICTIONS

1• The land upon which the Sarasota R/C Squadron flying field is built is owned by Sarasota County. There is a long-term lease between the two entities. Among other things, this lease requires that sound levels at the field boundaries, generated by the model aircraft, not exceed the levels set forth in the county ordinance. For this reason, 2-cycle gas engine model aircraft operated at the Bee Ridge flying field shall be flown within the designated flying area and shall not exceed the following static sound emission limits: DISTANCE SOUND LEVEL NINE FEET 104 dB (A) TEN FEET 103 dB (A) SIXTEEN FEET 98 dB

2• For testing the 2 cycle gas engine aircraft is to be on a hard surface, sound meter 12 inches high in the plane of the propeller, greater of right or left side. Large aircraft whose propellers go "supersonic" in flight should not be flown regardless of the static noise level tested. Primary Static Test Standard, In order not to exceed the County noise standards at the field boundaries model aircraft shall not be flown outside the defined flying box. • NOTE: If you would like to learn more about how the above standards were derived, please refer to "A

Neighborly Approach to R/C Aircraft Sound Management" by SRQ members Ed O'Keefe and Chuck Prescott. This is a two-part article that was published in the June and July 2000 issues of RCM. Sorry, no links to the article currently. The board may make adjustments to these rules as needed.

3• Servicing engines on the runway is prohibited. All internal combustion engines will be equipped with an effective muffler. Aircraft sound emission limits are as stated in the paragraph above. In flight: 55dB(A) at Misty Creek, 71dB(A) at 440ft., limits at other appropriate distances to be determined using the club performance curve standard. Enforcement on an airplane-by-airplane basis. Voluntary testing at monthly testing sessions on Saturday following each monthly club meeting or during the week as prearranged with a committee member, or Individually as requested by a committee member. Testing may be done at sanctioned events. Mandatory compliance requires that the cited airplane be grounded until remedial action is taken to reduce the noise levels. A mandatory retest and certification are to be performed before flying the cited airplane. Advisory assistance will be made available to resolve technical problems.

4• Permanent records are to be kept by the committee. Penalties for non-compliance include a referral to Board of Directors for appropriate action. If a member refuses to comply with a test request, or the aircraft is not retested and certified within 30 days, or the aircraft is flown without retesting and certification, then the member in question will have committed a violation of SRQ rules and be subject to consequences detailed under the heading of Infractions.

FLIGHT LINE

1• There shall be no more than four (4) aircraft in the air at one time except during controlled exhibitions and other activities under #8 below.

2• All flights shall be controlled from designated pilot stations, adjacent to the runway.

3• Pilots shall ensure safe clearance onto the runway by looking both ways, then loudly and clearly announcing their intent to enter the runway prior to doing so. Those already in the air should acknowledge that they are aware of your intent to enter the runway. If a plane in the air needs to land soon, they have the right of way and those on the ground should wait.

4• Pilots shall loudly and clearly announce their intent to land or touch-and-go prior to doing so. All other pilots must be able to hear their intent.

5• All aircraft shall land on the runway in accordance with the established lefthand or righthand traffic pattern approach. Wind direction shall determine the appropriate approach direction.

6• All flight over the runway must be north of the centerline except when performing a touch and go, take off, or landing. If the pilot is the only one flying, they may use the entire runway.

7• Emergency and dead stick landing aircraft shall have priority.

8• Other Activities:

- a. Combat Competition, High Speed Racers and other “Group Fliers” of a short term activity are permitted as allowed by the board.
- b. They should only be up when others, not involved with the activity, are on the ground. Regular fliers must respect the short time of the activity.
- c. These Group Flier pilots should be in the usual flight boxes and no more than 6 planes may be up at one time.

CRASH AND FIRE MITIGATION

1• BOTH doors of the Utility shed should be open during all flight operations to provide easy access to the crash cart.

2• During periods of higher Drought Index the cart should be stationed outside the utility shed for rapid deployment.

3• Fliers should notify the Maintenance committee if fire extinguishers are used or found to be low on pressure and/or fill so they may be kept fully ready for use.

4• A fire Marshal, appointed by the board, will monitor the Drought Index and other factors and may close the field for any or all flight operations. This may occur at any time if they determine the area is too risky for flying operations.

5• You must have a valid State driver license and be a member of the club to drive the crash cart.

INFRACTIONS

1• Infractions include improper conduct or violation of AMA or SRQ rules.

Improper conduct may include verbal or physical abuse toward another member or guest or intentional damage to club or member property. If an AMA or SRQ rule is violated by an individual, each infraction must be brought to the attention of the Safety Officer who may request board action.

2• Permanent records and a three-strike system will be maintained electronically by the Board of Directors. All infractions will remain on a pilot's record **permanently**. A strike related to an infraction will fall out of a pilot's strike total 12 months after the date of the infraction.

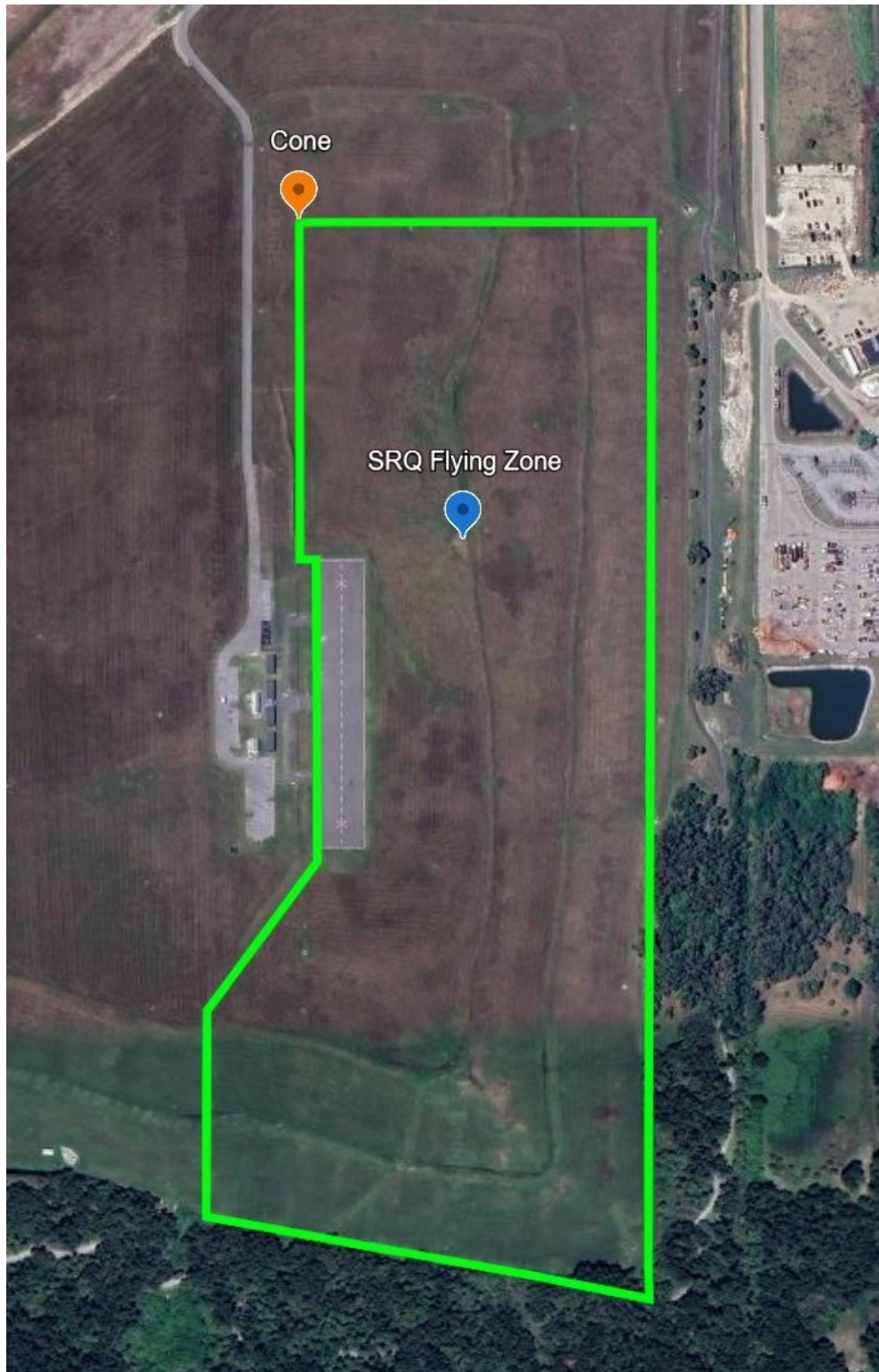
1st strike: 1 week minimum suspension of flying privileges and one or more sessions with an instructor, until the instructor sees fit to reinstate the pilot's flying privileges.

2nd strike: 6 month minimum suspension of flying privileges and one or more sessions with an instructor, until the instructor sees fit to reinstate the pilot's flying privileges.

3rd strike: Indefinite suspension of flying privileges and the board will recommend termination of membership. Majority member vote is required to terminate a membership per the 2021 Bylaws. Termination votes will be held privately. The board of directors has the right to continue a pilot's suspension indefinitely as the board sees fit.

3• The board of directors will review infraction records when new ones occur to identify long-term patterns of violations and may additionally penalize or recommend removing repeat offenders.

4• If a pilot flies without instructor supervision and board permission while suspended, the board of directors will recommend termination.



2025 Map of flying zone created by Mike Thompson, Secretary
<https://earth.google.com/earth/d/1AWBPPPOmAGf4UNivEnbIFchq6SE7IR5s?usp=sharing>