

PLRC Flying Safety Site Rules 2026

Introduction: In this document we describe the basic policies and rules of the Palmetto Lowcountry Radio Control Flyers (PLRC). We are governed by the Academy of Model Aeronautics (AMA) and the physical limitations of the field situation.

We are AMA Club #5096 and have an unwritten agreement with the landowner (Weekly Land Group LLC) and Nimmer Turf which leases the land from the owner. We use approximately one to two acres with overflight of the field that we are situated on.

Our primary objective is to enjoy safe flying of our radio-controlled model aircraft. While flight safety is everyone's responsibility, rules and policies must be enforced by the Safety Coordinator (Club President) and the Safety Committee. All club members shall be familiar with the club's policies and rules and use common sense and caution when operating their aircraft. Compliance with these safety rules is the responsibility of each participant.

The runway is mowed and is parallel to Old Salkehatchie Road. The mowed runway is approximately 300 feet long by 50 feet wide. The pilots are to stand near their starter benches when flying. Flight operations will be outside of the cones used to define the edge of the pits (this is the SAFETY LINE); taxiing only on the near side of the cones. Flying is allowed from dawn to dusk.

Most of us have had electric and/or mechanical failures and understand the results from these failures. If a failure happens, the pilot should let the people nearby what is happening and try to land the aircraft as soon as possible and away from people and vehicles. This type of failure may cause a technical violation of the flying rules but will not incur the penalty of someone who intentionally violates the flying rules. The main point of flying safety is to avoid physical injury to any person.

The following shall apply to all:

1. You must be a member of PLRC to use our flying field. Guests are exceptions and the club member who invited the guest must be at the field with the guest. All flyers at the field must be active members of the AMA or an AMA Intro Pilot Student under direct supervision of the Intro Pilot instructor.
2. New members of PLRC must demonstrate they are a qualified pilot to a member of the PLRC board of directors, or a JCRC designated instructor plus one other qualified PLRC member. To qualify, pilots must be able to demonstrate they understand all the field rules, and must safely perform takeoffs, touch and go's, fly a standard box pattern in both directions, and a full stop landing.
3. No unqualified pilot shall fly at the field without permission from a PLRC designated instructor. A qualified pilot must be at the field acting as an observer when an

unqualified pilot is practicing. The Safety Officer (the club president or board member present on the field) may interdict and ask a pilot to refrain from flying and/or request assistance from an instructor.

4. No flying will be conducted on the near side of the Safety Line; the Safety Line extends indefinitely in both directions. Deliberate flying behind the Safety Line is prohibited. Always taxi aircraft in front of the Pilot Stations.
5. No arming or starting any type of aircraft with a prop behind the line of starter benches.
6. Engines will not be run for extended periods in the pit area. Extended engine break-ins is to be done away from any personnel.
7. No alcoholic beverages are allowed on the premises, nor are they to be consumed before or during their flight operations. Illegal drugs may not be brought to the field. Pilots must not fly under the influence of alcohol or illegal drugs. Pilots should not fly under the influence of prescription drugs that impair judgement.
8. The club tables/starter benches are to assemble, disassemble, and start model aircraft. These tables are to be shared, and no member shall have the exclusive use of a table for the flying period when other members are in need of a table to assemble/disassemble their aircraft.
9. Pilots are to use 2.4 GHz or 900 MHz radios exclusively which are self-regulating with regards to interfering with other pilots. In the event a pilot wants to use an antique FM radio, the Safety Coordinator must be notified, and the system will be inspected for safety.
10. Children are not be permitted beyond the spectator area unless under direct supervision of an adult or under flight instruction.
11. A maximum of five aircraft shall be flying at one time. If two or more aircraft are flying, each pilot should have an observer to keep track of the situation and advise his pilot of potential conflicts (such as other planes and/or people on or about to be on the runway). Pilots who are flying should stand close enough for communication between the pilots/observers.
12. Mufflers are required for all fuel-burning aircraft. Any aircraft that makes excessive noise may not be allowed at PLRC. If excessive noise is noted by a member, that member can speak to that pilot, and/or speak to a member of the PLRC board of directors.
13. Any disabled aircraft on the runway should be removed as quickly as possible when safe.

14. Do not go on the runway without first clearly notifying all flying pilots of your intention and verify that no aircraft is on final approach. Call out to all flying pilots when the field is clear.
15. No turbine engine, pulse-jet, or rocket aircraft will be started or flown at the field.
16. All pilots must follow AMA guidelines and safety rules. It is strongly recommended that members do not fly alone.
17. Runway right-of-way is as follows: 1st - Dead Stick landings; 2nd - Normal Landings; 3rd - Hand launch take-offs; 4th - Normal take-offs.
18. Direction of flight is determined by the wind direction. The first pilot to take off will determine the traffic pattern direction (flown either clockwise or counter-clockwise). If winds dictate a change in the pattern, pilots airborne must agree on the pattern change and change pattern direction before any other pilots take off. If you are not certain of the pattern direction, ask any pilot airborne.
19. (In work – 21 Jul 2026) The PLRC Field has been approved by the FAA as a “FRIA” or Federally Recognized Information Area. Pilots flying at the PLRC Field are not required to have RemoteID electronic identification equipment on their aircraft.
20. FPV pilots must have a spotter at all times while flying.
21. Copter and Drone flying during regular flying days (Thursdays and Sundays) will be conducted at an area South of the runway.
22. Standard terminology is to be used anytime there is more than one fixed-wing aircraft airborne. The standard terminology is described as follows:

“Taking Off” - should be called when leaving the pits and immediately before taking off.

“Hand Launch” - should be called when launching an aircraft by hand.

“Landing”, “Touch and Go” and “Low Approach” - are called from anywhere in the pattern but before turning toward the runway.

“Dead Stick” - should be called anytime the aircraft engine stops. All others in the pattern should remain clear of the runway and fly above 100 feet until the “Dead Stick” has been cleared.

“Disabled Aircraft on The Runway” - should be called anytime an aircraft cannot be taxied.

“On The Runway” - should be called anytime someone goes beyond the taxi area.

“Runway Clear” - should be called when a pilot walks off the runway

**Most Importantly SAFETY FIRST. It is the responsibility
of every pilot at the field.**