

1. This site, known as Wekerly Field, also commonly known as 'Rebel Field' or 'Outlaw Field' is NO LONGER OPEN TO THE GENERAL PUBLIC. It is private property and the home of Greenfield Flyers, an AMA chartered organization, Charter # 4741. Your presence on the property signifies your agreement to be bound by the Site Safety Rules and Courtesy Protocols, as stipulated in the following document. You further agree to protect, indemnify, defend and save Greenfield Flyers; Donald Collins; Progressive Associates Group; the City of Bakersfield, California; and/or all their collective and individual subsidiaries, affiliates, officers, directors, employees and agents, harmless from and against any and all claims, demands, actions, damages, loss, cost liabilities, expenses and judgments arising out of or occurring in connection with any act, omission, negligence or misconduct of yourself or of any other persons brought onto the premises or given permission to be on the premises by you, your agents, family members, employees, contractors, guests, or invitees of any law ordinance, or governmental order of any kind, or when any such injury or damage may in any other way arise from or out of you, your agents, family members, employees, contractors, guests, or invitees use of the premises. Such indemnification of Greenfield Flyers; Donald Collins; Progressive Associates Group; and/or the City of Bakersfield, California; shall exclude any such liability caused by the sole negligence or willful misconduct of Greenfield Flyers; Donald Collins; Progressive Associates Group; the City of Bakersfield, California; its employees or agents. Anyone using these premises covenants and agrees that in case Greenfield Flyers; Donald Collins; Progressive Associates Group; and/or the City of Bakersfield, California; shall be made a party to any litigation commenced by or against you, your agents, family members, employees, contractors, guests, or invitees or relating to the use of these premises, then you shall and will pay all costs and expenses, including reasonable attorney's fees and court costs, incurred by or imposed upon Greenfield Flyers; Donald Collins; Progressive Associates Group, and/or the City of Bakersfield, California; by virtue of any such litigation. If you do not wish to be bound by these rules, leave the premises immediately!
2. The current "**Official Academy of Model Aeronautics National Model Aircraft Safety Code**", as published by the Academy of Model Aeronautics, is the first and foremost set of rules that apply to all operations at all times at Wekerly Field. Inadvertent, infrequent violations of the AMA Safety code or the Site Safety Rules and Courtesy Protocols in this document will result in the violator being fined \$1.00 per violation, with fines going to the general club treasury. Repeated, deliberate violations will result in the violator being subjected to our Grievance Procedure, as defined in the Corporation Bylaws, which provides for various penalties up to and including the violator being banned from the field and/or expelled from the club. Safety First, Last, and Always. Safety Before Fun. A Safe Field is a Happy Field.
3. Flying operations at Wekerly Field are to be done only by current AMA members in good standing with the national organization. Non-current or non-AMA members are not allowed to engage in flight operations at this field, except as provided for under the AMA rules or the Introductory Pilot Program. Again, Wekerly Field is NOT OPEN TO THE GENERAL PUBLIC.
4. As of July 12th, 2009, Wekerly Field has been designated a 'fixed-wing only' facility. Flight operations at Wekerly Field are limited to fixed-wing aircraft. Rotary wing aircraft (helicopters) are no longer allowed to operate at Wekerly Field.
5. Model aircraft operations present certain potential dangers. All modeling activities are to be conducted by adults or under direct adult supervision. Minors are not allowed to operate model aircraft without adult supervision.
6. Entry to Wekerly Field is to be from the south, off Digiorgio Road only. There is to be no accessing the field from the north off Panama Road.
7. No alcoholic beverages are allowed on the premises at any time. No one, neither spectators nor, especially, pilots are allowed to drink alcoholic beverages on the premises. Flying under the influence of any intoxicating substance violates AMA Safety Code and is prohibited. Anyone found with alcoholic beverages will be asked to leave. Anyone found with illegal substances will be reported to law enforcement.

8. Guests and spectators are always welcome to come and observe flight operations. However, since even the smallest model aircraft is capable of causing severe injury or death, guests and spectators are advised to stay well clear of operating aircraft. Children are to be supervised by adults at all times and not allowed to freely wander the operations area. Adults are legally and financially responsible for the actions of any minor children brought on-site by them.
9. No one is to operate a transmitter until they have first checked to be sure the frequency is clear and available and have taken the proper Frequency Control ClipFlag from the Frequency Control Box at the east end of the Prep Area. Proper ID must be left in place of the ClipFlag. Proper ID is either an AMA membership card or other photo ID that identifies by name the person taking the ClipFlag. Only the person possessing the ClipFlag for a particular frequency is allowed to operate his/her transmitter on that frequency. ClipFlags should be attached to your transmitter antenna during transmitter operation. You will be held financially and legally responsible for any damaged caused by improper transmitter operation. **IF YOU DON'T HAVE THE CLIPFLAG...DON'T TURN ON!!!**

EXCEPTION: Transmitters operating on the new 2.4GHz Frequency band are exempt from the requirement to have a ClipFlag. Such transmitters are readily identified by their short, stubby antennae.

10. No one is ever guaranteed exclusive access to any Frequency Channel. Pilots with transmitters on the same Frequency Channel are expected to share the channel by passing the ClipFlag between or among all pilots on that Channel, with each taking his/her turn to fly. Any pilot who does not have the ClipFlag is advised to put his transmitter safely out or reach (such as putting it in his/her vehicle) to avoid accidental operation which would cause unsafe interference with other operating aircraft.
11. The covered and carpeted Prep Tables are for aircraft preparation only. No starting or running engines on the Prep Tables. Please try to catch or limit fuel spills on the carpeted Prep Tables. On busy days be prepared to share the tables with other fliers.
12. Engine starting, running-up, and adjustments are to be done only when the plane is restrained in one of the Safety Stands provided. DO NOT move, reposition, or rearrange the Safety Stands without permission of a Club officer. Dragging the stands around damages them and must be avoided. If the stands must be moved, lift and carry them, don't drag them.
13. No taxiing aircraft in the Pits Area. The Pits Area is designated as the area north of the Prep Tables and south of the Pilot's Area, Taxiway, and Large Aircraft Run-up Area. This is the area where the Safety Stands are located. Airplanes with running engines must be carried to the Taxiway before being set down for taxiing onto the Runway.
14. If your plane is too large to fit onto a Safety Stand, you may take it to the Large Aircraft Run-up Area (the area near the weather vane, east of the Taxiway, bordered on the north and east by orange safety fence and on the south by well casing). Do all large aircraft start-ups and run-ups in this area. The pilot must have both hands free to operate the controls and make adjustments and the plane must have sufficient people holding it or other physical or mechanical restraints so that it cannot 'run-away' at any throttle setting.
15. The central area north of the Safety Stands, south of the Runway and bordered on the East and West by orange Safety Fence is designated as the "Runway On Ramp". Aircraft may be placed in this area to taxi out onto the Runway. There are two areas designated as "Runway Off Ramps" and these two areas are to be used for taxiing aircraft in from the runway. The "West Runway Off Ramp" is the area south of the Runway, north of the drill pipe that marks the southern border of the Pilot's Area, and west of the Pilot's Area Safety Fence; that is, west of "Pilot Station #4." The "East Runway Off Ramp" is the area south of the Runway, north of the drill pipe that marks the southern edge of the Large Aircraft Run-up Area and east of the Safety Fence for that area. The Runway On Ramp is for taxiing out only. Taxiing into the Runway On Ramp from the Runway is prohibited, as it poses a serious Safety threat to persons using the Safety Stands. Taxiing off the Runway into the Pits is to be done only in the East or West Runway Off Ramp areas.

16. A Kill Line has been established and is defined as an imaginary east-west line running through the middle of the East and West Runway Off Ramps. Pilots should kill their airplane's engine(s) as soon as practical once it leaves the Runway Area and enters the Off Ramp Area.
17. A **"NO FLY"** zone exists for the airspace immediate above the Parking, Prep, and Pilot Areas. The NO-FLY east and west boundaries are defined as north-south lines perpendicular to the east and west edges of the overhead covering supports (whether or not the covering is present); north boundary as a line parallel to the south edge of the Runway; and the south boundary as a line parallel to the south edge of the Parking Area. There is no altitude limit on this NO FLY zone; it extends upward over the area to infinity. Inadvertent over-fly of this area at any altitude will result in a \$1.00 fine.
18. A "Restricted Airspace" exists in the airspace directly over the Runway to an altitude of 50 feet high. The only flight operations allowed in this Restricted Airspace are aircraft take-offs, final approaches and landings. No other flying in or through this area is allowed.
19. Two additional "Restricted Airspace" areas exist east and west of the NO_FLY ZONE and south of the Runway up to an altitude of 100 feet. These Restricted Airspace areas are designated for low-flight level operations. Low-Flight-Level operations are those conducted primarily by 3-D aircraft of any size, 'foamie' planes, and park fliers. The area to the east of the field, south of the Runway, east of the Prep Area, west of the property boundary fence, to an altitude of 100 feet is called the Park Flier East Area. The area to the south of the Runway, west of the Prep Area, bounded on the west by the west end of the Runway, to an altitude of 100 feet is called the Park Flier West Area. 'Foamies', and Park Fliers may operate in either area. Larger 3D planes may operate only in the Park Flier West Area. When operating in these special areas, pilots are expected to keep their aircraft below 100 feet in altitude.
20. Pilots operating aircraft in Park Flier Areas are exempt from the 'no more four planes in the air at a time' rule, as long as they operate in areas designated and restricted for their use. Pilots operating in these areas may stand anywhere along the eastern border of the Park Flier West Area or the western border of the Park Flier East Area, as long as they do not stand closer than 50 feet from the southern border of the Runway. Aircraft are allowed to operate in these two areas so long as they stay under 100 feet altitude. If operated above 100 feet, these aircraft must adhere to the other applicable rules.
21. Flying east of the property boundary fence, over the farmed fields to the east, is discouraged and should be done only when absolutely necessary. If your plane goes down in that area, you must exercise extreme care to cause minimal damage to any crops planted there while retrieving your aircraft. **UNDER NO CIRCUMSTANCE ARE YOU ALLOW TO OPERATE GROUND VEHICLES IN THIS AREA!!!** Don't drive out into or onto the field for any reason!!!
22. The designated Pilot's Area is north of the Prep Area near the center of the south edge of the Runway. In this area are four Pilot Stations, marked by metal posts and seats. These stations are numbered 1 to 4, from east to west. Only four Pilots may have planes in the air at any one time and pilots are to stand or sit at one of the four Pilot Stations, since operating transmitters require 15 to 20 feet of clearance to avoid creating radio interference. Pilots are not to stand and fly from the On Ramp, Runway, Off Ramps, or any area other than the designated Pilot's Stations, except as noted below for Park Fliers/Foamies.
23. All normal flight operations by all aircraft types are to take place north of the Runway. Flight operations south of the Runway are prohibited within the area due south of either end of the Runway because it could lead to possible over-flight of the Restricted Airspace areas or the NO-FLY ZONE. You may fly south of the Runway only when west of the west end of the Runway. No hovering by airplanes is allowed directly over the Runway lower than 50 feet. No low passes over the Runway. All low passes must be conducted no further south than the north edge of the Runway. This is to improve pilot safety.

24. The Runway is for take-offs, approaches, and landing only and must be kept clear for those activities. Persons are advised to stay well clear of the Runway at all times. Any aircraft not running or functional that is 'dead' on the Runway must be immediately retrieved and removed from the Runway before any attempt is made to re-start it or fix it. Absolutely NO working on aircraft on the Runway at any time for any reason. Persons wishing to cross or enter the Runway Area should announce their intentions to any pilots in the Pilots Area before entering the Runway. Announcements such as, "Plane on the Runway," "Person on the Runway," "Crossing the Runway" or similar announcements let operating pilots know the Runway is not clear and they should keep their aircraft away until the person or object is removed.
25. Deadstick Landings have the highest priority for access to the Restricted Airspace over the Runway. Any pilot that announces a "DEADSTICK" landing should be given immediate right-of-way and clearance to the Runway. All other operating aircraft should stay well clear of the Runway Area during a Deadstick approach and landing.
26. Pilots should announce their intent to approach or land to any other pilots in the Pilots Area before making the approach or landing with an announcement such as, "Landing, left to right," or "Making a practice approach." Practice approaches and Landings have right-of-way over any other Runway operation, other than Deadstick landings. Pilots wishing to take off must wait until any approach or landing is concluded and the Runway is clear.
27. Pilots are to take position at one of the four Pilot Stations and then announce their intention to take-off to any other pilots already in the area. Pilots should call their take-off and direction with an announcement such as, "Taking-off, right to left." Take-offs and practice taxi operations have the lowest priority for access to the Runway and may only be conducted when there are no Deadstick or regular landing or approaches in progress or announced.
28. If you are the last person to leave the field, be sure the gate is locked. A key lock is provided. If there are two or more locks installed, use the locks as the last links of the chain; so that the chain can be broken and the gate opened by unlocking any of the locks. DO NOT use the locks and chain in such a way that more than one lock or all locks must be unlocked in order to open the gate.
29. Each individual member is responsible for carrying off his/her own trash. Do not leave excessive amounts of trash in the site trashcans. If you see a trash bag is getting full, don't just keep smashing more trash into it; remove it and put in a new bag. New bags are available in the Frequency Control Box. The Club does not have a trash service; so, be considerate of others. If you see the bags need to be changed and the trash hauled off, do so; don't wait for someone else to do it. And, if the top of the bag falls into the can, lift it out and wrap it back around the outside of the can. Don't throw trash in the can unless you can put it INSIDE a trash bag. Throwing trash in the cans without bags or on top of the bag is prohibited. Nobody else wants to handle your nasty trash! If no bags are available, pack out your own trash.
30. Do not put the remains of crashed airplanes in the trashcans. Do not put empty fuel cans, batteries, or other hazardous materials or materials prohibited by state law in the trash cans.

Greenfield Flyers

AMA Charter # 4741

Site Safety Rules and Courtesy Protocols

Revision 2

Approved July 12, 2009

Published October 31, 2009

All Club Members and AMA Guests flying at Wekerly Field are expected to know and abide by the content of this document at all times while using this site.