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D. THIRD VIOLATION

A. THE SAFETY OFFICER WILL NOTIFY THE ACCUSED IN WRITING AND THE CLUB MEMBERS VIA THE CLUB NEWSLETTER THAT THE CLUB WILL VOTE ON THE EXPULSION OF THE ACCUSED AT THE NEXT MEETING.

B. SAID EXPULSION WILL LAST FOR A ONE-YEAR MINIMUM. (LONGER IF DEEMED NECESSARY BY THE CLUB OFFICERS).

C. A MEMBER MAY BE EXPELLED FROM THE CLUB ONLY UPON A TWO-THIRDS (2/3) MAJORITY VOTE OF THE MEMBERSHIP PRESENT AT THE MEETING.

D. VOTING WILL BE BY SECRET BALLOT AT A REGULAR MONTHLY MEETING.

E. THE EXPELLED MEMBER MAY REAPPLY FOR MEMBERSHIP AFTER THE EXPIRATION OF THE EXPULSION TIME PERIOD.

E. THE THREE ACTIONS WILL NOT BE ENFORCED UNLESS THEY ARE ACCUMULATED WITHIN A TWO-YEAR PERIOD OF TIME.

F. ANY MEMBER RECEIVING A GRIEVANCE, WHO DIRECTS ANY RETALIATION ACTION AGAINST THE PERSON FILING SAID GRIEVANCE, WILL BE SUBJECT TO IMMEDIATE EXPULSION FROM THE CLUB. THIS IS TO INCLUDE THREATS, INTIMIDATION, PHYSICAL HARM, INTENTIONAL EQUIPMENT DAMAGE, OR ANY OTHER ACTION DEEMED TO BE RETALIATORY BY THE CLUB OFFICERS.

ARTICLE 16; CLUB SAFETY RULES

1. ALL MEMBERS AND GUEST PILOTS ARE REQUIRED TO BE A CURRENT AMA MEMBER.

2. I WILL ABIDE BY ALL OF THE AMA RULES AND REGULATIONS.

3. ALL SPECTATORS AND CHILDREN SHALL REMAIN BEHIND THE RAILROAD TIES AT ALL TIMES.

4. ALL BEGINNERS SHALL HAVE A QUALIFIED CLUB MEMBER/INSTRUCTOR INSPECT THEIR AIRCRAFT AND RADIO EQUIPMENT. THEY MUST BE ASSISTED UNTIL THEY BECOME A QUALIFIED FLYER.

5. THERE WILL BE NO FLYING ON SUNDAY BEFORE 12:00 (NOON) AND 9:00AM MON-FRI.

6. I WILL NOT FLY MY MODEL AIRCRAFT IN THE PRESENCE OF SPECTATORS (FUN FLY, CONTEST, FLY-IN, ETC.) UNTIL I BECOME A QUALIFIED FLIER, UNLESS ASSISTED BY AN EXPERIENCED MEMBER.

7. A NEW OR REPAIRED AIRCRAFT MUST NOT BE FLOWN IN THE PRESENCE OF SPECTATORS (FUN FLY, CONTEST, FLY-IN, ETC.) WITHOUT FIRST HAVING A CHECK OUT FLIGHT TO MAKE SURE THE AIRCRAFT IS AIRWORTHY.

8. I WILL OPERATE MY AIRCRAFT USING ONLY RADIO CONTROL FREQUENCIES CURRENTLY ALLOWED BY THE FEDERAL COMMUNICATIONS COMMISSION (FCC). ONLY PROPERLY LICENSED AMATEURS ARE AUTHORIZED TO OPERATE EQUIPMENT ON AMATEUR BAND FREQUENCIES. ALL TRANSMITTERS MUST HAVE A FREQUENCY FLAG THAT DISPLAYS THE FREQUENCY OF THAT TRANSMITTER.

9. I WILL NOT TURN ON MY TRANSMITTER WITHOUT CHECKING THE FREQUENCY BOARD, AND PLACING MY AMA OR CLUB MEMBERSHIP CARD OVER THE APPROPRIATE FREQUENCY LOCATION. I WILL REMOVE MY CARD AFTER FLYING TO ALLOW USE OF THE FREQUENCY BY OTHER PILOTS. I WILL NOT REMOVE ANOTHER MEMBER'S CARD TO PLACE MY CARD ON THAT FREQUENCY. I WILL NOT PLACE MY CARD ON A OCCUPIED SPACE ON THE FREQUENCY BOARD.

10. I WILL HAVE COMPLETED A SUCCESSFUL RADIO EQUIPMENT GROUND RANGE CHECK BEFORE THE FIRST FLIGHT OF A NEW OR REPAIRED AIRCRAFT.

11. I WILL START MY ENGINE WITH THE AIRCRAFT DIRECTED AWAY FROM THE PIT AND SPECTATOR AREAS.

12. YOU MAY TAXI YOUR AIRCRAFT ONTO THE RUNWAY BUT ARE PROHIBITED TO TAXI BACK TOWARD THE PITS. YOU MUST SHUT OFF THE ENGINE AND CARRY YOUR AIRCRAFT BACK TO THE PIT AREA.

13. I WILL PERFORM MY INITIAL TURN AFTER TAKEOFF AWAY FROM THE PIT OR SPECTATOR AREAS, AND I WILL NOT THEREAFTER FLY OVER THE PIT OR SPECTATOR AREAS, UNLESS BEYOND MY CONTROL.

14. ALL LOW, HIGH SPEED PASSES SHALL BE MADE TOWARD THE CENTER OF THE RUNWAY OR BEYOND.

15. FLYING NEAR ANY HOUSES IS PROHIBITED.

16. ALL MEMBERS ARE RESPONSIBLE FOR ENFORCING ALL OF THE ABOVE LISTED RULES AND REGULATIONS, AND ARE REQUIRED TO MAKE SURE THAT ALL GUESTS AND NONMEMBERS ADHERE TO THE SAME.