

CRYSTAL COAST RADIO CONTROL CLUB SAFETY CODE

1. MODEL AIRCRAFT/HELICOPTERS SHALL NOT BE FLOWN HIGHER THAN 400 FEET WITHIN THREE MILES OF AN AIRPORT.
2. MODEL AIRCRAFT/HELICOPTERS SHALL NOT BE FLOWN IN THE PRESENCE OF SPECTATORS UNTIL THEY HAVE BEEN PROVEN AIRWORTHY
3. MODEL AIRCRAFT/HELICOPTERS SHALL NOT BE FLOWN IN A CARELESS AND RECKLESS MANNER.
4. FLYING OVER OR BEHIND THE FLIGHT STATION AREA IS PROHIBITED.
5. ALL MODELS WILL HAVE THE OWNERS I.D. WITH THEIR HOME ADDRESS, PHONE NUMBER AND THE CURRENT AMA NUMBERS ATTACHED INSIDE OR OUTSIDE OF EACH AIRCRAFT.
6. NO ALCOHOLIC BEVERAGES ARE ALLOWED TO BE AT THE FIELD OR AT THE MEETINGS. NO ONE VISIBLY IMPAIRED BY THE INFLUENCE OF ALCOHOL OR DRUGS WILL BE ALLOWED TO OPERATE A MODEL AND MAY BE ASKED BY CLUB OFFICERS TO LEAVE THE FIELD OR MEETINGS. A POSITIVE FAMILY TYPE ATMOSPHERE SHALL BE MAINTAINED AT ALL CLUB ACTIVITIES. NO PROFANITY IS ALLOWED.
7. A RADIO EQUIPMENT GROUND RANGE CHECK WILL BE ACCOMPLISHED PRIOR TO THE FIRST FLIGHT OF THE DAY AND AFTER ANY CRASH (MINOR OR MAJOR).
8. AIRCRAFT SHALL NOT BE FLOWN BY ANYONE WHO HAS NOT BEEN CERTIFIED BY THE CLUB TRAINING PROGRAM. CERTIFICATION IS REQUIRED FROM A MINIMUM OF TWO CCRCC CERTIFIED INSTRUCTORS. STUDENT PILOTS MAY NOT USE THE CLUB FACILITIES WITHOUT THE PRESENCE OF A CCRCC INSTRUCTOR.
9. THE INITIAL TURN AFTER TAKEOFF WILL BE AWAY FROM THE PIT AREA.
10. ALL MODELS WILL BE PILOTED FROM THE DESIGNATED FLIGHT STATIONS. THE ONLY EXCEPTIONS ARE THAT WHEN TESTING A NEW AIRCRAFT THE PILOT MAY STAND BEHIND HIS MODEL FOR TAKE-OFF ONLY AND HELICOPTERS WHEN HOVERING ONLY. HE/SHE MUST THEN IMMEDIATELY RETURN TO A FLIGHT STATION FOR THE REMAINDER OF THE FLIGHT.
11. NO SPECTATORS ARE ALLOWED IN THE PIT AREA UNESCORTED.
12. EMERGENCY AND DEAD STICK LANDINGS HAVE RUNWAY PRIORITY. ALL LANDINGS AND TAKEOFFS WILL BE ANNOUNCED LOUD ENOUGH FOR THE OTHER FLYERS TO HEAR. WALKING ON THE FIELD WHILE SOMEONE ELSE IS FLYING SHALL BE ANNOUNCED.
13. LOW ALTITUDE/HIGH SPEED PASSES ARE ALLOWED ONLY AFTER ANNOUNCEMENT TO, AND CONFIRMATION FROM, OTHER PILOTS.
14. NO MORE THAN 3 AIRCRAFT ARE ALLOWED IN THE AIR AT ANY ONE TIME.
Exception! Four (4) shall be allowed at flyins and six (6) Aircraft are allowed during combat competition.
Note: This rule modified per 9/8/2008 minutes.
15. ALL ENGINES SHALL BE MUFFLED.
16. ALL MODEL AIRCRAFT WILL BE STARTED IN A RESTRICTING PIT STATION OR ON THE SOUTH END OF THE PITS ONLY WITH ASSISTANCE FROM ANOTHER CLUB MEMBER
17. A PILOT SHALL NOT PERFORM AN ENGINE POWER CHECK WHILE STANDING IN THE PATH OF THE PROPELLER.
18. PILOTS SHALL PERFORM ENGINE POWER CHECKS WITH THE AIRCRAFT POINTED AWAY FROM BYSTANDERS.
19. HELICOPTERS SHALL BE STARTED ON THE SOUTH END OF THE PIT AREA AND WALKED TO A PILOT STATION AND PLACE A MINIMUM OF 15' AWAY FROM THE PILOT.
20. HELICOPTERS SHALL FOLLOW THE PATTERN OF AIRCRAFT WHEN FLYING.

21. HELICOPTERS SHALL HOVER AT EITHER THE NORTH OR SOUTH END OF THE FLIGHT STATIONS AND NOT TO IMPOSE ON AIRCRAFT THAT ARE FLYING.
22. WHEN HOVERING: THE PILOT MUST STAND IN THE NORTH OR SOUTH OUTSIDE MIDDLE OF THE SAFETY GRASS WITH HIS BACK TO THE FLIGHT STATION AREA. AT NO TIME SHALL THE HELICOPTER EXCEED EITHER END OF THE SAFETY GRASS AREA WHILE HOVERING!
23. THE CAR TRACK SHALL BE USED BY CLUB MEMBERS/ASSOCIATE MEMBERS ONLY IN GOOD CLUB STANDING.
24. FLYING OVER FLIGHT LINE IS CAPITAL OFFENCE, 3 OCCURRENCES CONSTITUTES DISMISSAL FROM THE CLUB FOR 1 YEAR. MUST BE VOTED BACK IN AS PER RULES. SECOND TIME IS PERMANENT.

From: Electric flight committee

To: CCRC members.

Subj: Proposal for inclusion of "Park Flyer" only pilots to CCRC.

Background :

Recent improvements in RIC technology have seen the emergence of a multitude of RTF "Park Flyer" aircraft. The majority of these aircraft come RTF or ARTF and include a 27MHz radio. These systems provide an inexpensive way for individuals to enter RIC flying, and have proliferated at an impressive rate. Currently the AMA has provided no specific guidance regarding the training of individuals on these systems at AMA sanctioned fields. In an effort to bring potential hobbyists into the club as well as provide a means of flight instruction for individuals with these systems the following is offered.

Qualification:

Individuals who wish to join the AMA and the CCRC who fly "Park Flyer" aircraft exclusively and who have not undergone training on a "buddy-box" will be required to adhere to the following guidelines:

- "Park Flyer" aircraft are defined as those aircraft which come RTF/ARTF and have an included 27MHz radio with no "Buddy Box" capability. The Striker F-27C "brushless" as well as any other high performance aircraft that sanctioned club instructors feel inappropriate for this designation are not allowed.
- Individuals will be able to receive instruction from a club sanctioned instructor utilizing the "hand-off" method.
- Individuals will demonstrate the same proficiency requirements of those pilots utilizing the "buddy-box" method in accordance with CCRC bylaws.
- Once "soloed" in accordance with CCRC bylaws the following will occur:
 - The pilot will receive an identifying sticker to place on his/her AMA card identifying them as "Park Flyer" only rated.
 - The pilot will be able to fly "Park Flyer" aircraft as described above throughout the life of his membership.
- Should a "Park Flyer" only member upgrade to an aircraft that has "buddy-box" capable radio (nitro or electric), he/she will be required to demonstrate proficiency in accordance with CCRC bylaws. This demonstration will occur with a sanctioned club instructor connected via "buddy-box".
- Should a member who initially started flying as "Park Flyer" only, and who has upgraded to electric aircraft which are "buddy-box" capable wish to transition to nitro/gas powered aircraft, he/she will be required to demonstrate proficiency with said aircraft in accordance with CCRC bylaws. This demonstration will occur with a sanctioned club instructor connected via "buddy-box".
- Should a member of CCRC not wish to comply with these guidelines, they will remain in force until the next official club meeting where any issues can be discussed in front of the CCRC membership.

These guidelines require that good judgment and adherence to CCRC bylaws be followed by all CCRC members and instructor pilots

This program is implemented on a trial basis. CCRC retains the right to discontinue or modify this program at any time after due consideration of its officers, instructors and its membership.

Academy of Model Aeronautics National Model Aircraft Safety Code

Effective January 1, 2014

- A. **GENERAL:** A model aircraft is a non human carrying aircraft capable of sustained flight in the atmosphere. It may not exceed limitations of this code and is intended exclusively for sport, recreation, education and/or competition. Model flights must be conducted in accordance with this safety code and *any* additional rules specific to the flying site.
1. Model aircraft will not be flown:
 - (a) In a careless or reckless manner.
 - (b) At a location where model aircraft activities are prohibited.
 2. Model aircraft pilots will:
 - (a) Yield the right of way to all human-carrying aircraft.
 - (b) See and avoid all aircraft and a spotter must be used when appropriate. (AMA Document #540-D.)
 - (c) Not fly higher than approximately 400 feet above ground level within three (3) miles of an airport without notifying the airport operator.
 - (d) Not interfere with operations and traffic patterns at any airport, heliport or seaplane base except where there is a mixed use agreement
 - (e) Not exceed a takeoff weight, including fuel, of 55 pounds unless in compliance with the AMA Large Model Airplane program. (AMA Document 520a)
 - (f) (Q) Ensure the aircraft is identified with the name and address or AMA number of the owner on the inside or affixed to the outside of the model aircraft. (This does not apply to model aircraft flown indoors)
 - (g) Not operate aircraft with metal blade propellers or with gaseous boosts except for helicopters operated under the provisions of AMA Document #555.
 - (h) Not operate model aircraft while under the influence of alcohol or while using any drug that could adversely affect the pilot's ability to safely control the model.
 - (i) Not operate model aircraft carrying pyrotechnic devices that explode or burn, or any device which propels a projectile or drops any object that creates a hazard to persons or property.
Exceptions:
 - Free Flight fuses or devices that burn producing smoke and are securely attached to the model aircraft during flight.
 - Rocket motors (using solid propellant) up to a G-series size may be used provided they remain attached to the model during flight. Model rockets may be flown in accordance with the National Model Rocketry Safety Code but may not be launched from model aircraft.
 - Official designated AMA Air Show Teams (AST) are authorized to use devices and practices as defined within Team AMA Program Document. (AMA Document #718)
 - ij) Not operate a turbine-powered aircraft, unless in compliance with the AMA turbine regulations. (AMA Document #510 A.)
 3. Model aircraft will not be flown in AMA sanctioned events, air shows or model demonstrations unless:
 - (a) The aircraft, control system and pilot skills have successfully demonstrated all maneuvers intended or anticipated prior to the specific event.
 - (b) An inexperienced pilot is assisted by an experienced pilot
 4. When and where required by rule, helmets must be properly worn and fastened. They must be OSHA, DOT, ANSI, SNELL or NOCSAE approved or comply with comparable standards.
- B. **RADIOCONTROL (RC)**
1. All pilots shall avoid flying directly over unprotected people, vessels, vehicles or structures and shall avoid endangerment of life and property of others.
 2. A successful radio equipment ground-range check in accordance with manufacturer's recommendations will be completed before the first flight of a new or repaired model aircraft.
 3. At all flying sites a safety line(s) must be established in front of which all flying takes place. (AMA Document #706.)
 - (a) Only personnel associated with flying the model aircraft are allowed at or in front of the safety line.
 - (b) At air shows or demonstrations, a straight safety line must be established.
 - (c) An area ten feet from the safety line must be maintained for spectators.
 - (d) Intentional flying behind the safety line is prohibited.
 4. RC model aircraft must use the radio-control frequencies currently allowed by the Federal Communications Commission (FCC). Only individuals properly licensed by the FCC are authorized to operate equipment on Amateur Band frequencies.
 5. RC model aircraft will not knowingly operate within three (3) miles of any pre-existing flying site without a frequency-management agreement. (AMA Documents #922 and #923.)
 6. With the exception of events flown under official AMA Competition Regulations, excluding takeoff and landing, no powered model may be flown outdoors closer than 25 feet to any individual, except for the pilot and the pilot's helper(s) located at the flight line.
 7. Under no circumstances may a pilot or other person touch an outdoor model aircraft in flight while it's still under power,

- except to divert it from striking an individual.
8. RC night flying requires a lighting system providing the pilot with a clear view of the model's attitude and orientation at all times. Hand held illumination systems are inadequate for night flying operations.
 9. The pilot of an RC model aircraft shall:
 - (a) Maintain control during the entire flight, maintaining visual contact without enhancement other than by corrective lenses prescribed for the pilot.
 - (b) Fly using the assistance of a camera or First-person View (FPV) only in accordance with the procedures outlined in AMA Document #550.
 - (c) Fly using the assistance of autopilot or stabilization system only in accordance with the procedures outlined in AMA Document #560.
- C. FREEFLIGHT
1. Must be at least 100 feet downwind of spectators and automobile parking when the model aircraft is launched.
 2. Launch area must be clear of all individuals except mechanics, officials, and other fliers.
 3. An effective device will be used to extinguish any fuse on the model aircraft after the fuse has completed its function.
- D. CONTROL LINE
1. The complete control system (including the safety thong where applicable) must have an inspection and pull test prior to flying.
 2. The pull test will be in accordance with the current Competition Regulations for the applicable model aircraft category.
 3. Model aircraft not filling a specific category shall use those pull-test requirements as indicated for Control Line Precision Aerobatics.
 4. The flying area must be clear of all utility wires or poles and a model aircraft will not be flown closer than 50 feet to any above-ground electric utility lines.
- The flying area must be clear of all nonessential participants and spectators before the engine is started.