

CAPITAL CITY FLYERS CLUB

FIELD RULES (Rules)

Dated: November 1, 2009

Revision 0

1. RULES AND THE AUTHORITY TO ENFORCE

Field rules are necessary in order to ensure that flying is conducted in a safe and proper manner so that pilots, flight assistants, guests, spectators and innocent bystanders are not injured or put in harms way, property of the Club and others is not damaged or destroyed and the flying field is operated in a professional and controlled manner to ensure the continued availability of the flying field. The Club believes the Rules are fair and reasonable and are designed to protect the best interest of all Club members. The Rules apply to all members and their guests. Persons who break the Rules are showing a lack of concern and consideration for other members, as well as risking embarrassment and litigation to themselves and the Club and the possible loss of the flying field.

1.1 Members of the Executive have the authority to enforce these Rules.

1.2 The Executive is empowered to take actions ranging from a letter of reprimand, suspension of flight privileges, to expulsion from the Club. Executive action will be taken on an individual incident based on the severity.

1.3 All Club members are obligated to advise the offender of an infraction. It is a Club Rule violation not to report a witnessed violation.

1.4 All Club members are responsible to be familiar with the Club Rules and to ensure their guests are informed and follow the Rules.

1.5 A resolution was passed at the May 14, 2008 Club meeting establishing the Club as primarily a fixed wing club as follows: "Capital City Flyers is a Fixed Wing aircraft club. Helicopter flying will be allowed by special permission only".

2. QUALIFICATIONS TO FLY

2.1 All persons flying at the field must have a valid MAAC (AMA membership if a USA citizen with a USA address) membership. All Canadian citizens must have a MAAC membership even if they have an AMA membership.

2.2 Only Club members may use the field. Guests who have a valid MAAC or AMA membership may be allowed to fly under the sponsorship and supervision of a Club member. Guests are limited to two visits per year with the exception of contests and

special events open to non members.

2.3 Inexperienced pilots must be accompanied by a Club instructor for all flying until novice flyers have passed the basic "Club Wings Program" test.

2.4 All members, while at the field flying, must have in their possessions their Club and MAAC membership cards and must present them to any Club member if requested.

3. FREQUENCY CONTROL

3.1 All pilots must observe the rules of the frequency control system unless they are using a spread spectrum (2.4 Ghz) radio system. Spread spectrum pilots must comply with the Club Rule on the total number of planes in use at one time {presently a maximum of four (4) planes in the air at one time}.

3.2 Anyone who causes a crash through interference with the person who rightfully has control of a frequency will be held responsible for the damage caused to any other plane or helicopter and must either replace, repair or make a mutually agreeable financial settlement for the damages caused to the other persons equipment. The Club Executive (one or more member as the incident requires and whom is available to assist) will assist or act as a non binding arbitrator with the parties involved in the incident if the incident can not be settled mutually by the parties.

4. FREQUENCY CONTROL BOARD

4.1 To use the FREQUENCY CONTROL BOARD for the conventional frequencies each pilot must have an identification pin (ID) for the frequency they intend to use. This ID pin shall be 1.125 inches high by 4 inches wide (1 1/8"high x 4" inches wide). On the ID pin the pilots name, MAAC or AMA membership number, and frequency (ie. 11, 22, 60) shall be clearly visible and with lettering large enough and clearly legible for other pilots to read. This ID pin, when the pilot intends to fly shall be attached to the frequency board prior to turning on the pilot's transmitter. ID pins can be made using a laundry pin and a small piece of plastic or plywood with the plastic or wood being attached to the laundry pin. Spread spectrum (2.4 Ghz) pilots must have a similar ID pin with the same information and the designation frequency of 2.4 Ghz.

4.2 Pilots must share the conventional frequencies on the frequency board. When it is your turn to fly place your ID pin on your frequency at the frequency board. If there is a frequency ID pin on your frequency but the pilot is not flying request that they remove their pin. Once a pilot has their ID pin on the frequency board they can turn on their

transmitter and proceed to fly. If you are using a spread spectrum (2.4 Ghz) radio place your ID pin on the frequency board where designated for spread spectrum (2.4 Ghz) radios.

4.3 The standard size of the recommended ID pins for conventional frequencies has a special purpose. When placed on the frequency board it not only covers the entire frequency area of the pilot but also partially covers the frequency of each adjacent frequency making it difficult to place an ID pin adjacent to the pilot's frequency thus creating an unused frequency on each side of the pilot's frequency. This open frequency on each side of an occupied frequency has its origin back in the days of wide band AM and FM transmitters and receivers when radio equipment on adjacent channels could possibly interfere with each other. With the advent of the narrow band (Gold Sticker Radio) this is not the problem that it once was. It is still the Club's recommendation that pilots, intending to use adjacent channels (without an open channel between them) should determine, prior to operating both planes that there will not be any cross interference between the radio systems that could result in a crash or safety hazard. It is the pilots responsibility to conduct what ever test are required to determine if the radio systems are compatible and will not interfere with one another. If the pilots can not mutually agree that there will not be any cross interference between the radio systems then pilots are not allowed to use adjacent channels. The Club's position is that adjacent channels should not be used concurrently.

4.4 When your flight is over, it is the responsibility of the pilot to remove their ID pin from the frequency board. Leaving an unused ID pin on one of the conventional frequencies locks out the use of three (3) frequency so as a courtesy to other pilot, remove you ID pin promptly when you have parked your plane.

4.5 Pilots, as a courtesy to other pilots should limit their flying time to fifteen (15) minutes (which includes the time to start up and park your plane).

4.6 Spread spectrum radio (2.4 Ghz) pilots are not under the same frequency board constraints as the conventional radio pilot, however, they must share the air space with other conventional radio pilots which means they must share one of the four (4) air space slots with other pilots and limit their flying time to fifteen (15) minutes. Spread spectrum (2.4 Ghz) pilots must place their ID pin on the frequency board to signify they intend to fly and count as one of the 4 flying pilots.

5. ENGINES AND MUFFLERS

5.1 All fuel powered engines must be equipped with a muffler which effectively muffles the sound of the engine. A muffler violation must be reported to the Club Executive which has the authority to suspend a members flying privileges for an indefinite period or permanently. The generally accepted noise level is 95 decibels measured three (3) meters away and one (1) meter above ground level.

5.2 Engines are to be started in the pit area in preparation for a flight. Extended engine running in the pit area is not allowed.

5.3 Breaking in or static running of an engine in the pit area is prohibited.

5.4 The Club has invested in start up stands for starting up your plane's engine. These start up stands are intended for all pilots, therefore must be shared. When your plane is parked move your ground gear away from the start up stand or stow it on the shelf provided on the start up stand. Planes must be parked away from start up stands to allow others to use them unencumbered. Pilots not using the start up stands must use other restraining equipment sized correctly to restrain their plane while starting and running up their engine in the pit area

6. IN-FLIGHT RULES

6.1 No aircraft, under any circumstance is to be flown above MAAC established elevations or those of any other governing body.

6.2 No aircraft shall be flown over the following areas or farther than:

Over pilot station, pit, visitor and parking lot areas,

Over site roadways,

West of the most westerly edge of the two runways,

Over or near the fenced berry farmer to the west of our flying field,

Continuously over the municipal roadway to the south of the field or over the field south of the municipal roadway,

Further than 1/3 of a mile east of the north south runway.

6.3 Pilots must stand behind the safety fence adjacent to the runway they are using.

6.4 Maximum number of planes flown at any one time is four (4) this includes pilots using spread spectrum (2.4 Ghz) radio equipment.

6.5 Aircraft are not to be flown directly at or toward the pits and pilot station areas nor the parking lot and spectator areas.

6.6 It is the responsibility of all pilots to avoid mid air collisions.

6.7 Landing aircraft shall have the right of way. Pilots shall call out their intention to land.

Dead stick and those aircraft experiencing flight problems shall have a higher priority over normal landings.

6.8 Pilots must either carry their running plane or taxi their restrained plane past the safety fence in front of the pilot stations to the flight line before placing them on the ground or releasing the restraint of their plane. **TAXIING IN THE PIT AREA, PILOT STATION AREA OR ANY WHERE BEHIND THE FLIGHT LINE IS STRICTLY FORBIDDEN.** Failure to comply with these restraint rules is a serious breach of the Rules which could result in suspension of flying privileges.

6.9 A resolution was passed at the May 14, 2008 Club meeting restricting 3D flying as follows: "Flying of 3D aircraft greater than five (5) pounds (lbs) (2.5kgs) in gross weight must take place at least one hundred (100ft) feet (30m) from the pilot stations".

6.10 For safety and as a courtesy to all pilots, acrobatic, low close in maneuvers, 3D and 4D flying must not impede any active pilot's view or be a distraction to a pilot's concentration.

7. PARKING & SPECTATOR AREAS

7.1 All vehicles are restricted to the designated roadways and parking areas

7.2 Children must be supervised at all times for their own safety.

7.3 Pets must be controlled by a leash or other suitable means.

7.4 Small children must be continuously supervised and remain in the spectator area at all times.

7.5 People using or visiting the Club field must not damage or deface the Club's facilities, that of others nor the property of the land owner(s).

8 General

8.1. All pilots must take full safety precautions whenever flying or preparing to fly.

8.2. People must place garbage in the proper receptacles or take it off site when they leave. This includes plane parts, fuel containers, rags, paper towels, etc.

8.3. No U-Control flying is allowed at the field.

8.4. **Field operating times are as follows:**

Internal combustion engine powered planes (fuel powered) and all helicopters (electric and fuel powered) **9:30am to 9:00pm (or dusk which ever comes first).**

Electric power aircraft which include but not limited to all: helicopters, ducted fan, high speed in runner and out runner motors, gear and gear box drives, belt

drives, brushed or any other electric powered aircraft that is not “Quiet” (see below), **9:30am to 9:00pm (or dusk which ever comes first).**

“**Quiet**” **electric powered** airplanes (excludes all helicopters and all internal combustion powered aircraft), **all daylight hours**. “Quiet” means airplanes that operate with virtually no flight noise. Pilots who are unsure if their airplane falls within the “Quiet” category should solicit the opinion of an Executive(s) before they fly their electric airplane outside of the 9:30am to 9:00pm flying window.

Powerless aircraft (ie gliders) **all daylight hours**

8.5. The Club may institute revised or event specific Rules for a special event or competition. These revised and or special Rules only apply for and during the special event or competition.

8.6. No modifications to the Club's facilities are to be carried out, unless with the prior written approval of the Club Executive.

8.7. People are not allowed to import or drop off items at the flying field without the Club's Executive prior written approval (examples are: old wood, parts of airplanes, chairs, tables, tires, fencing, banners, plans etc.). Members and guest are to remove all items they come to the field with when they leave. The exception to this rule is for items a member or guest receives prior written authorization from the Club Executive to leave behind at the field when they depart.

8.8. Only pilots, air crew assistants and spotters are allowed in the pit and pilot station areas.

8.9. All pilots are encouraged to perform a radio equipment range check prior to their first flight.

8.10. Lawn mowing and maintenance equipment has priority at the field.

8.11. Consumption of alcoholic beverages in the pit and pilot station areas is strictly prohibited.

8.12. The last person leaving the field must ensure the cabinet and gate are securely locked.

8.13. The Capital City Flyers Club, including the Club Executive are not responsible or liable for any personal lose, injury or other lose of property which exceeds MAAC or AMA insurance coverage.

Acronyms and Abbreviations: CCF or CLUB - Capital City Flyers Club, Rule(s) - means the Club Rule(s) herein, MAAC - Model Aeronautics Association of Canada, AMA - The Academy of Model Aeronautics, Inc., Spread spectrum, Spektrum, Spectra, DSM, FASST and 2.4 Ghz is referring to the latest RC Radio technology which operates without frequency conflicts, Club & CCF Executive or Executive means the Club President, Vice President, Secretary and Treasure.