

Rules & Safety Regulations

for the

County Line R/C Modelers

AMA Charter 3347

February 12, 2008

I. GENERAL

All members using this facility and club flying field shall abide by the following rules and regulations. It shall be the responsibility of each member of the County Line Radio Control Modelers (CLRC) to remind any member (or their guest) of any infraction of these rules and regulations.

All safety and flying rules and regulations as set forth by the AMA will be followed to their fullest capacity at CLRC.

Any question as to adherence to or ignorance of these simple guidelines should be taken up with the club President or other officers. Any decision made to execute discipline or terminate a membership will be the final decision of the Board.

Aircraft of all types are permitted at CLRC with the following exceptions:

- a. Turbine or glow/gas ducted fan-powered aircraft.
- b. Control line models.
- c. Aircraft which are deemed excessively heavy and large (some 40%-50% scale models, etc), or excessively fast which would require a flight pattern outside the boundaries of our field. (See IV. Flying)

Electric powered ducted fan models are permitted. Helicopters and auto gyros are permitted and must follow same guidelines as fixed wing aircraft.

1. There shall be no starting of internal combustion (IC), glow fuel or gas, before 9:00am on Sundays. All other mornings, starting time is 8:00am or later. It is our intent not to disturb homes or nearby landowners. The time restrictions do not apply to electric-powered models or gliders (sailplanes) using hi-starts or hand launch.
2. DO NOT FLY over the house over the North end of our Runway.
3. No alcoholic beverages will be allowed or tolerated at CLRC.

4. Spectators and guests should remain behind the fence unless flying with a member.
5. It is MANDATORY that all members (and guests) hold a current Academy of Model Aeronautics (AMA) license with the following exceptions:
 - a. *Students that are being introduced to the hobby by a certified Intro Pilot using a buddy-box trainer system.*
 - b. *Associate (non-flying) Members.*
6. For the safety and benefit of all club members, all pets shall be leashed unless under the direct supervision of the owner. This infers that all pets shall be leashed while the owner is operating a model aircraft. No pets shall be allowed beyond the fence (in the pit area or on the runway or beyond) at any time. On the first infraction the pet owner shall be issued a warning. On the second infraction the pet is no longer permitted at the field.
7. As a courtesy to fellow members, aircraft should not be set up on shelter tables when it can be a detriment to other members' use of the area. Also, aircraft should not be set on the floor of the shelter areas where they can impede member's walking or general use of the area. Any aircraft damaged in the shelter area is the responsibility of the owner.

II. FREQUENCY MANAGEMENT

1. The Frequency Board must be used at all times. All flyers must obtain the Frequency Pin for his/her transmitter before turning the transmitter on. The Frequency Pin must be replaced on the Frequency Board with the flyer's current AMA Card or CLRC Membership Card while transmitter is in use. At no time shall a transmitter, including buddy-box transmitters, be turned on without the proper Frequency Pin attached to the active transmitter.
2. A system of rotation shall be used and observed for frequency control. This will ensure that everyone sharing the same frequency channels will be able to fly.
3. A frequency identification tag (usually supplied with radio system) must be displayed on all transmitters.
4. All transmitters not in use must be stored in the Radio Impound area in the Shelter. This minimizes the possibility of transmitters being turned on accidentally.
5. ALL older radio transmitters and receivers (pre-1993) operated at CLRC must carry AMA Gold Label signifying narrow band certification. Transmitters must transmit on AMA-approved "Aircraft Only" frequencies.

III. AIRCRAFT & POWERPLANT

1. The AMA and CLRC require any aircraft flown at CLRC contain proper identification on or inside the aircraft. This information must include your name, address, phone number and AMA number. Fuel-proof labels designed for this purpose are available through the AMA.
2. Any member can inspect a new or used airplane by request to ensure that all safety aspects are followed for that aircraft and pilot. When present, the Club Safety Officer can perform this duty. It is recommended that all unflown, new or used aircraft be inspected before first flight.
3. Mufflers are required on all IC engines .10 cubic inches or larger, 2- or 4-stroke. Keeping noise levels to a minimum is critical to our facility and our club.
4. Engine "break-in" must be done in the designated area, north of the Shelter, not in the Pit Area. This designated area should be used for extended tuning or repair, other than normal flying.
5. When starting IC aircraft, use approved restraining device or a helper/spotter. Aircraft should be pointed toward the Runway.
6. NO ENGINE or MOTOR of any type shall be started or run up in front of the Shelter at the tall fence. This area is part of our Spectator and Concession Area.
7. NO ENGINE or MOTOR of any type shall be started or armed in the shelter area. All aircraft must be in either the pit or runway area before being started or powered up. An aircraft may be powered (receiver and servos only) while under the shelter for maintenance or setup. For electric aircraft, the motor must be disconnected from the ESC or propeller removed.

IV. FLYING

1. There will be absolutely NO FLYING intentionally over the Pit Area, Parking Lot, or Spectator Area at any time.

All flying can be performed within the perimeter of the tree line and the roadbed to the left. Do not fly further to the West than the tree line that borders the field. Avoid flying excessively Southwest toward the home at the corner of Nutt Rd.

2. Take-offs and landings should be made into the wind, when possible. With wind in your favor, the preferred take-off direction at CLRC is North-to-South, left -to-right, to enter a left base pattern. Pilots must take off from and land on the Runway, parallel to the long dimension of the Runway. Hand launches should be made from Runway not the Pit Area.
3. After rotating on take-off, turn and bank left so as not to fly toward or in the direction of the house at the North end of the Runway. Once in the air, all turns must be away from the Pit Area, Parking Lot, or Spectator Area.
4. All landings should be announced. To ensure right-of-way, all dead stick landings must be announced in a loud clear voice. All pilots taking off must yield to pilots landing.
5. While flying and preparing to fly, you must not block or obscure the openings in the hedgerow for exiting or entering the Pit Area.
6. Taxiing in the Pit Area must be kept to a minimum. All aircraft entering the Pit Area should have engines or motors stopped and receivers turned off at the pit openings.

V. HAVE FUN, BE SAFE & SHARE THE HOBBY

These rules and regulations were formulated through years of experience and were adopted by the members of CLRC to promote safety and good flying habits. Each year a greater number of guests, visitors and spectators are drawn to our facility, therefore, strict rules and regulations are necessary to maintain traffic control in order that all model aircraft flyers and spectators can enjoy this hobby to its fullest extent.

These safety rules and regulations will be updated and modified in the future as necessary. Please feel free to make your ideas and suggestions heard. Remember, CLRC is not the ground we occupy or the airspace we use, but the people that make up our group.

If you attract the attention of passersby, introduce yourself and tell them what it's all about. They probably always wanted to do this too!