

CENTRAL CAROLINA RC MODELERS

Rules and Regulations

CCRC_BL_RR, 9/2015

A. Field Rules

- 1 - The CCRC flying field is for use by its members and invited guests only.**
- 2 - The field is open from dawn until dusk, Monday through Saturday. Sunday morning flying until 12:00 noon is only allowed for silent aircraft such as electric aircraft. Night flying is not permitted unless approved for a special event.**
- 3 - All flying guests are to have a club member to inform them of the CCRC Rules and Regulations and assist and spot for them.**
- 4 - Friends and family members are always welcomed at the field. Please have them remain behind the fence for their safety. If you bring a pet, please keep them on a lease and small children require adult supervision at all times and none are allowed on the flight line.**
- 5 - All persons flying must have a current AMA Membership Card. This includes buddy-box flying unless the member is an AMA IP instructor.**
- 6 - All radio equipment must be designated for air use.**
- 7 - Please drive slowly when entering and exiting the flying site, especially during dry and dusty conditions.**
- 8 - If the entrance gate is locked, after opening, be sure to re-lock the padlock to the chain so it won't get lost. It is okay to leave the gate in the open position while you or another member is located at the field.**

B. Safety

- 1 - The AMA National Safety Code is to be followed in all respects and is the equal responsibility of every member to be sure it is adhered to.**
- 2 - Flying after consuming alcoholic beverages or drugs is strictly prohibited.**
- 3 - All airplanes require spinners or AMA safety prop nuts.**
- 4 - All internal combustion engines must have a muffler.**
- 5 - A complete mechanical pre-flight check and radio range check is required of your aircraft before first flight and should be performed as needed on subsequent flights. Always check your battery condition before each flight.**
- 6 - Fliers must stand in designated flight boxes.**
- 7 - No more than five (5) aircraft in the air at one time at the fixed wing area and no more than one (1) at the Control Line and helicopter field. Please wait for an empty flying slot.**
- 8 - ABSOLUTELY no flying behind the flight lines and no fly zones. For fixed wing aircraft it is a line that extends indefinitely in both directions along the flight line including over the pit area, spectators, parking lot, near the tower or guy wires, and over the houses beyond the tree line to the left. For helicopters it is a line parallel to the road extending to the fixed wing flight line giving a generous safety cushion. Neither field will overlap the others airspace.**
- 9 - When flying at the fixed wing field, stay in the pattern as set by the prevailing wind direction. Low level, high speed passes, or hovering are prohibited over the runway and should only be done well beyond the outside berm. NEVER allow your aircraft to be an obstacle to another aircraft.**
- 10 - NEVER taxi your aircraft back to the pits under power. Once the aircraft is off the runway, shut the engine down and walk your aircraft back to the pits.**
- 11 - All fixed wing aircraft must fly from the fixed wing field and all control line and helicopters (or Multi-Rotors) must fly from the control line and helicopter field. No exceptions except as permitted for a special event.**
- 12 - Fire extinguishers, a first aid kit, and a 911 cell phone are located in the kitchen, should a need arise.**

C. 27/50/72Mhz Transmitter Procedures

- 1 - If you bring an aircraft and plan to fly at the field, you should immediately upon arrival check in at the club house by placing your Club ID tag or your AMA card, if a guest, on the check-in board and take your transmitter to the impound area.**
- 2 - Transmitters must be impounded at all times when not in use.**
- 3 - Transmitters require proper frequency numbers and must be Narrow Band.**
- 4 - Transmitters must not be turned on without the frequency pin attached.**
- 5 - When you are ready to fly, place your Club ID tag or AMA card, if a guest, on the frequency board, take the frequency pin and clip the pin to your transmitter. Do not attach the pin to your clothing, flight box, etc.**
- 6 - Upon landing, immediately return the frequency pin and your transmitter to the impound area and move your Club ID tag back to the check-in board. Make sure your transmitter is OFF.**
- 7 - If your transmitter is in the impound area and off, you cannot be blamed for any interference to another plane on your frequency. However, if you do "shoot down" a fellow flier by your own actions, please have the courtesy of making arrangements with that flyer to replace their equipment.**

D. 2.4Ghz Transmitter Procedures

- 1 - If you bring an aircraft and plan to fly at the field, you should immediately upon arrival check in at the club house by placing your Club ID tag or AMA card, if a guest, on the check-in board.**
- 2 - All 2.4Ghz transmitters should be kept out of sight on the flight line to avoid confusion with 72Mhz transmitters.**
- 3 - 2.4Ghz transmitters may be impounded to help protect them but make sure your transmitter is turned OFF.**

E. Helicopter (or Multi-Rotor) Flying Procedures

- 1 - If you bring an aircraft and plan to fly at the control line and helicopter field, you should immediately upon arrival check in at the club house by placing your Club ID tag or your AMA card, if a guest, on the control line and helicopter check-in board.**
- 2 - If you are flying 27/50/72Mhz, place your Club ID tag or AMA card along with a helicopter field tag on the frequency board and take the frequency pin. If you are flying 2.4Ghz, you may leave your Club ID tag on the control line and helicopter check-in board.**
- 3 - No further use of the boards is required until leaving for the day upon which you should return to the club house, replace your frequency pin, and move your Club ID tag back on the club tag board.**
- 4.- It is strongly recommended that you do not fly alone.**
- 5.- If by chance helicopters (or multi-rotor) and control line aircraft are at the control line and helicopter field at the same time, then a rotation based on the pilot(s) will be followed. This will provide equal flights for each pilot.**

F. Control Line Flying Procedures

- 1 - If you bring an aircraft and plan to fly at the control line and helicopter field, you should immediately upon arrival check in at the club house by placing your Club ID tag or your AMA card, if a guest, on the control line and helicopter check-in board.**
- 2 - If you are flying 27/50/72Mhz, place your Club ID tag or AMA card along with a helicopter field tag on the frequency board and take the frequency pin. If you are flying 2.4Ghz, you may leave your Club ID tag on the control line and helicopter check-in board.**
- 3 - No further use of the boards is required until leaving for the day upon which you should return to the club house, replace your frequency pin, and move your Club ID tag back on the club tag board.**

- 4.- Fly in the designated circle area only. Only control line Sport Flying is allowed. No Speed and/or Team Racing is allowed in this area.
5. Only the pilot and mechanic are allowed within the 80' safety circle. If no circle exists, it is the pilot's obligation to identify the safety area that shall be NO closer than 100' from the center of the flight circle.
- 6.- It is strongly recommended that you do not fly alone.
- 7.- If by chance helicopters and control line aircraft are at the control line and helicopter field at the same time, then a rotation based on the pilot(s) will be followed. This will provide equal flights for each pilot.

G. Fixed Wing Flying Procedures

- 1 - When pitting your airplane and equipment, find a spot either between other flyers (space permitting) or at the end of the flight line. Do not pit in front of other persons: it is neither safe nor polite.
- 2 - When starting your engine, always be sure to keep spectators behind and away from the propeller arc. Keep the aircraft pointed towards the runway while starting and running the engine. Avoid prop wash dirt and dust from being blown onto people and aircraft in the pit area.
- 3 - Taxi the aircraft slowly towards the runway area and check to see where other flyers and their aircraft are located before entering the runway. ONLY takeoff from the runway. Always announce your intentions before entering the runway. Simply state "Coming Out" or "Taking Off" so that the fliers know an aircraft is using the runway. Remember: Landing aircraft have the right-of-way and dead stick planes (engines not running) have top priority.
- 5 - Before landing, announce to the other flyers your intention loud enough so they can all hear you. Call out "Landing" or "Coming In" and from which direction. If a member calls out "Dead Stick" during your approach, abort your landing and fly around until the runway is clear.
- 6 - If you dead stick, LOUDLY announce "Dead Stick" so others can be made aware of your situation. Once you have landed, LOUDLY announce to the fliers that you are "On The Runway" to make them aware that your aircraft and you are an obstacle on the runway and they can not land. Remove your aircraft from the runway as soon as possible.
- 7 - Once your aircraft is off the runway, shut your engine off and walk your aircraft back to the pit area. Once you have your plane in the pit area, follow the appropriate transmitter procedure to move and return pins and tags.
- 8 - It is recommended to have a spotter (fellow flyer) with you to help look out for other aircraft. If you are not flying, spotting, or helping, please stay away from the flight line.
- 9 - When through flying for the day put your Club ID tag back in the club tag board.

H. Etiquette

- 1 - Work tables are located at the flying site so that flyers can work on their aircraft (including assembly, disassembly, and cleaning). They are not intended for use as your personal pit area or parking spot.
- 2 - If you wish to break in an engine, please do so at the far right end of the field. This will place the noise away from those on the flight line and club house.
- 3 - Feel free to take a chair from the stack and sit, but please return it to the stack when finished.
- 4 - Feel free to use the carpet samples as knee pads in the pit area, but return them to the shelter when you are finished flying for the day.
- 5 - The kitchen is there for your use. Feel free to have a soda or snack from the kitchen, but please pay for each purchase. The kitchen does not have any house charges. If you see the refrigerator is low, please stock it with drinks.
- 6 - If you would like a cup of coffee, feel free to make a pot with the supplies in the kitchen. If you take the last cup, please make another pot or clean and unplug the coffee maker.

- 7 - **The hardware and field supplies in the cabinets are for field repairs. If you need a nut, screw, etc., please use it. If you have extra stock at your shop, please feel free to donate it. Please do not use this as a replacement for the hobby shop.**
- 8 - **If you happen to notice the garbage containers are full, feel free to empty them in the dumpster located at the far right end of the parking lot. The dumpster is for field use only and not for trash from home.**

I. Last Member Leaving The Field

- 1 - **Check, clean, and unplug the coffee maker. (Should have been done by the last user)**
- 2 - **Check the electric heater during the winter months and make sure it is on the low setting.**
- 3 - **Make sure any transmitter that is left is put in the kitchen. The trainer transmitters belong in the cabinet. If a member has left his at the field, just put it on the counter.**
- 4 - **Turn off all light switches by the door. Leave the breaker switches as they are.**
- 5 - **Make sure the Club ID tags and Frequency Pins are returned to the cabinets and the doors are shut and secured. The wooden retainer block should be put through the handles.**
- 6 - **Stack any chairs that have been left out.**
- 7 - **Return and stack the carpet pads on the table.**
- 8 - **The last CCRC member to leave the field, must ALWAYS lock the gate. If a non-member is still on the field, ask them to leave so you can lock the gate. A guest or non-member should never be left by themselves. NEVER LEAVE THE GATE UNLOCKED!**