



Rocket City Radio Controllers, Inc.

FYING FIELD REGULATIONS

January 17, 2017

- 1) This flying site and club are chartered by the Academy of Model Aeronautics (AMA). The primary safety rules and regulations for both the club and flying site are identical to the combined general and radio control (RC) specific rules and regulations of the Academy of Model Aeronautics National Model Aircraft Safety Code. The current version of these rules and regulations is appended to this document for easy reference. Additionally, the operation of this field is governed by City Resolution 95–112 and by the bylaws of the Rocket City Radio Controllers. In accordance with the city resolution and the RCRC bylaws, you are required to have both a current AMA membership and an RCRC permit in order to utilize these facilities. In the case of someone being trained to fly RC aircraft, this rule applies to both the trainee and the trainer. There are two exceptions to this requirement. These exceptions are: Exception #1: AMA membership only is required of all participants engaged in an RCRC sponsored event. Exception #2: Non AMA members, wishing to utilize the flying field, must carry liability insurance with the policy being site specific (naming the Capt. Trey Wilbourn field on the policy). This policy shall have limits which equal or exceed those provided by AMA membership (currently two and one half million dollars coverage), naming the Solid Waste Disposal Authority, the City of Huntsville, and RCRC as co-insured parties. Copies of this policy shall be provided to the Rocket City Radio Controllers, Inc. (Reference City Resolution 95- 112 Sect. 2, Para. M).
- 2) City resolution 95–112 designates RCRC as the sole authority to govern all radio control model flying and associated activities at this site. You are expected to conduct such activities in accordance with the official AMA Safety Code and these regulations. In addition to being appended to the end of this document, the AMA Safety Rules are posted in the flight shed along with the RCRC flying field regulations. All users of this flying site are expected to become familiar with these safety rules.
- 3) City resolution 95–112 requires RCRC to provide the city with certain flying field usage information. Consequently, all users of this site are required to complete the requirements for information in the Pilot Log posted in the flight shed.
- 4) All FCC approved transmitters may be used except wide band 72Mhz transmitters. In order to reduce the possibility of radio interference, transmitters may not be operated for any reason without the proper Frequency Clip attached to the transmitter. Frequency clips are obtained by replacing the clip on the flight shed frequency board with the flyer's RCRC permit. Flyers must remember to restore the clip and retrieve their permit before leaving the field. If others are waiting for your frequency, you are expected to restrict your use to twenty minutes or one flight. Frequency Control Clips are not to be removed from this site. Any damage or injury resulting from a transmitter being operating without a frequency clip is the responsibility of the user.



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- 5) In order to help insure safety and to prevent the loss of a model, aircraft and radio equipment inspections are required before the first flight of the day. As a minimum requirement, each pilot should perform a controls performance check. However, it is recommended and strongly encouraged that a radio ground range check also be performed. First flights of repaired or new airplanes also require a radio ground range check and inspection by someone other than the owner if there are other flyers or spectators present at the field. If possible, these test flights should be conducted when no other aircraft is in the air.

- 6) In order to comply with city noise ordinances, effective engine silencers are required on all engines 0.10 CID or larger and engine noise is not to exceed AMA noise requirements (96 decibels measured at 10 feet (3 meters) from the centerline of the model). When an engine is found to not meet these requirements, its operator may be asked to fly at reduced power settings when flying near the Leeman Ferry or Johnson Road boundaries. All Engines suspected of exceeding these noise requirements may be checked by RCRC club members or officers using the noise meter located in the cart shed. Note: The city noise ordinance restricts us to noise levels no higher than 55 decibels at the boundaries of our field.

- 7) In order to promote safety, pilot flight stations are to be utilized during all flight operations except as described in 8e. There are five stations that are spaced to provide sufficient clearance between pilots to counteract transmitter inter-modulation. Only one pilot at a time may utilize a flight station and, consequently, there will be no more than five aircraft permitted in the air at one time.

- 8) Flight Operations:
 - a) Takeoffs, landings, etc., are to be conducted into the wind as long as flying into the wind does not take the plane over restricted areas, with your first turn away from the flight-line. Your intentions for operations (takeoff / landings / dead-stick / etc.) will be announced to pilots in the other Flight Stations in loud, short descriptive terms (such as "Landing Left to Right", or "Dead Stick!!!"). Before retrieving a stalled or crashed aircraft beyond the flight station fence line, declare in a loud voice "ON THE RUNWAY". If declaring an emergency, you will be given priority for landing. Make sure everybody on the flight-line can hear you when announcing your intentions.

 - b) No flying is allowed over, or behind, the "0", or flight line, except as noted in 8e. The "0" line is the west edge of the runway.

 - c) For safety purposes, unescorted spectators are to remain on the parking lot side of the spectator fence. Spectators will be allowed in the pit area under the supervision of a member for a visit to promote the RCRC club and aeromodelling in general. These guests remain the responsibility of that member as long as they are in the pit area. Any damage done to aircraft or equipment or any



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personal injury that occurs is the responsibility of the member who escorts the visitors.

- d) Pilots of powered Gliders shall launch their aircraft from the flight boxes. Gliders may utilize the grass area east of the runway for landing. Winches or Hi-Starts shall not be used since they are a safety hazard to other aircraft.
 - e) Helicopter Pilots will utilize the flight boxes and runway in the same manner as fixed wing pilots and will conduct their operations so as not to interfere with fixed wing operations. In order to avoid prolonged hovering over the runway, hover and flying practice will utilize the flight area south of the club house. Copters will be recognized as; helicopters, quadcopters, hexacopters, octocopters and any other air craft that is capable of vertical take-off and landing. The flight area will have an L shape zero line, flying will be allowed on the west/south sides of the line.
 - f) Pilots of aircraft without landing gear must utilize the flight boxes in the same manner as other fixed wing pilots but may use the area east of the runway for landing.
 - g) Engines (or motors, in the case of electric powered aircraft) are to be stopped at the pilot flight station fence line upon completion of the flight and return to the pit area. Planes may not be taxied back into the pit area.
 - h) Night flying is allowed for models not exceeding three pounds in weight. This weight limit does not apply to RCRC sponsored events where the contest director has full control over the event.
 - i) Flying is prohibited when grass cutting is in progress if mowers are north and/or east of the entrance road.
- 9) Prolonged engine runs are to be conducted at the break-in table located at the North end of the field. Prop-wash will be directed away from equipment and aircraft will be tied down or held by the pilot. Tie-downs will be sufficient to restrain the aircraft at full power. The airplane must be monitored at all times during the engine run. During short run-ups in the pit area, prop wash will be directed away from planes and equipment.
- 10) Beginning Pilots must seek the help of competent fliers (i.e. instructors) until considered safe for flight operations. Beginning pilots will not operate aircraft at this field unless supervised. The use of a buddy box while being instructed is strongly recommended.
- 11) Flight-line cleanliness is the responsibility of each individual using this facility. Prior to leaving the field, each pilot is to clean up his area. It is important that all crash residue be picked up and



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disposed of.

- 12) The City of Huntsville Code of Ordinances currently prohibits the use or possession of alcoholic beverages, fireworks of all types, and all firearms at this field.
- 13) In order to protect you, the City, SWDA and the Club from unforeseen accidents, safety is paramount at this site. Dangerous acts of flying cannot and will not be tolerated. If you see an unsafe situation or act, please call the offender's attention to it or, if a Safety Officer or club officer is at the field, notify the officer so that the officer can correct the situation. Participants utilizing these facilities are authorized to police site safety rules and regulations. If a member observes any unsafe activity, the member is to log his observation into the Flight Log and report it to the RCRC Board of Directors in person or by mail at RCRC, Inc., PO. Box 2163, Huntsville, AL 35804.
- 14) All aircraft and associated equipment must remain behind the line dividing the pits and the taxi ramp prior to taxiing for takeoff. The owner is responsible for any damage to both the planes and equipment if his equipment is in the taxi ramp area and an accident occurs.
- 15) RCRC Member permits will be issued by the RCRC board of directors or their appointed agents. Members in good standing may issue visitor permits if no board member is present. Visitor permits may be issued to those persons residing outside Jackson, Limestone, Lincoln, Madison, Morgan and Marshall Counties for a maximum period of 7 days per permit. Those persons residing in the above counties may be issued a visitor permit for 2 days, not to exceed a total of 3 times per year. The day of issue and the following day shall be considered as two days. The requirement for permits to count against the three total permits allowed for those persons residing in the above counties can be waived by the event director for participants in an event approved by the RCRC membership. The member issuing the visitor permit is responsible for entering the visitor's name, AMA number, address and the member's name in the visitor log. The information required in the visitor log is to be filled out at the same time that the permit is issued. This requirement on those persons residing in the above counties can be waived by the event director for flyers participating in an activity approved by the RCRC membership and it will be entered in the log as such. Visitor permits are issued to AMA Introductory Membership Program pilots without any of the duration restrictions given above. The expiration date is the end of the month and year on the applicant's AMA card. Non-member permits are issued by the RCRC board of directors for a \$60.00 issuance and maintenance fee.
- 16) The forms on the following page show the various types of RCRC Radio Control Operators Permits. A properly executed permit is required to use the flying site. The permit must be displayed on the frequency board as described in Regulation 4 prior to flying your aircraft.



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- 17) For safety and legal liability reasons, non-AMA members are not permitted to assist others to operate any RC or related equipment while in the pit or flight line area.
- 18) In order to prevent unauthorized entry to the field and damage to, or theft of, club property, the last yearly permit holder to leave the field will lock the entrance gate regardless of the time of day. If someone arrives as that permit holder is leaving, it is the departing permit holder's responsibility to insure that the new arrival(s) has (have) a valid yearly permit, if not, the new arrival(s) should be asked to leave and the departing permit holder is to lock the gate. If you unlock the gate, relock the lock on the chain. This is in order to prevent theft of the lock.
- 19) To help enforce membership currency, the sign-in procedure for members or visitors flying at the field will be: (1) putting their RCRC membership card or their Radio Control Operators Permit, in either a frequency or empty slot on the frequency control board. (2) Signing the logbook.
- 20) Except for the safety restrictions imposed by other parts of these flying field regulations, there are no pre-defined paths of flight. The existing airspace is equally available to all pilots and any mid-air collision is considered to be a no-fault incident. The allowed over-fly zone is the 500' by 2000' rectangle marked as "Over-fly Zone" shown on the aerial view of the Trey Wilbourn Model Aircraft Field placed on the bulletin board in the pilots shed.
- 21) Spilled gasoline can damage the asphalt in the pit area. Consequently, all persons using gasoline engines or gasoline fuel should use a catch can or overflow bottle when fueling.
- 22) Parking is prohibited along the spectator fence unless you have an aircraft and are flying.
- 23) Flying over the tennis courts east of the field, even if accidentally, is grounds for the city to revoke our permit to use the field. Consequently, there is to be absolutely no flying beyond the east fencing. This is to include ANY flight beyond the east most fence adjoining Leeman Ferry Road. Because the consequences to the club of a violation of this regulation are so great, a violation of this regulation is considered to be a major offense as defined by the club bylaws and will be treated as such in accordance with the club bylaws. In order for a penalty to be imposed, a board member, safety officer, or 2 members must see this violation. Upon witnessing the violation, the board member, safety officer, or the 2 members shall immediately issue a warning, suspend the offending pilot's flying privileges for the remainder of the day, and inform the rest of the Board within 48 hours. This action shall also be recorded in the Board of Directors files. The Board of Directors, at its next official meeting, will consider further penalties in accordance with the RCRC bylaws.
- 24) Flying Field Code of Conduct: RCRC is a family orientated club organized to have fun flying radio controlled aircraft. As such all members are expected to use common sense, be safe at all times, and



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have consideration and respect for other members, their family and guests. Violations of these regulations can result in disciplinary actions in accordance with the provisions of the club's bylaws. In that regard any member witnessing a violation, and using tact to avoid a confrontation, is authorized to remind any member of the correct procedure. With respect to violations of these regulations, any board member is considered a member of the club's standing safety committee. Confrontations at the field in the presence of guests and other violations may be considered to be a major offence and can subject those involved to permit suspension.

25) Prior to being allowed to fly, visitor pilots will be required to read a copy of the Flying Field Regulations, which are permanently posted at the flying site, and shall be briefed on the rules prior to flying. During the briefing, emphasis will be placed on the safety requirements and field boundaries. In the event the visitor does not comply with the rules, the RCRC sponsor issuing the permit shall immediately revoke the visiting permit. Under no circumstances shall the gate combination be given to any visitor. These are the Flying Field Regulations as amended by the membership as of October 18, 2016.