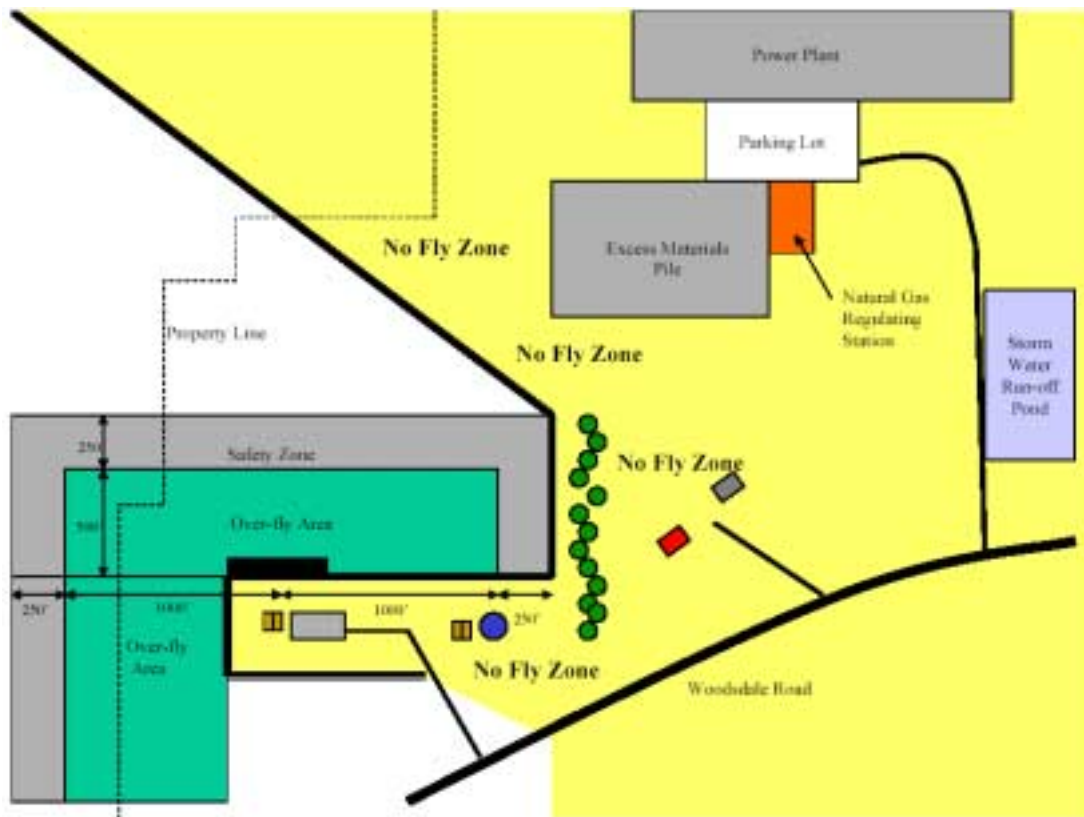


# GCRCC Rules

## Approved by GCRCC Board 2/10/05

### Flight Rules

1. All pilots must comply with the AMA Safety Code. This code is posted on the bulletin board at the field and can be found in the AMA Membership Application.



2. All pilots flying aircraft at the GCRCC Field must obey the boundaries of the field and avoid the "NO FLY ZONE". Respect the eastern field boundary to avoid over flight of our neighbor, the Chrisholm Historic Farmstead.
3. Engines may not be started in the pit area unless the pilot has the proper frequency pin, and the airplane is pointed in a safe direction and properly restrained. Prop wash should not be aimed at other planes or people. Insure that all people are behind propeller before the engine is run up to full throttle.
4. When flying from the paved east-west runway, flying south of the runway is not permitted except for emergencies. When flying from the unpaved north-

south runway, flying east of the runway is not permitted except for emergencies. Flying over the pit area is never permitted. Pilots must stand on the marked pilot line when flying on paved runway or a mutually agreed upon line when flying on the unpaved runway.

5. A pilot should announce his intentions prior to carrying or taxiing a plane to the runway, taking off or landing. Dead stick landings should be announced and have preference over other operations. To retrieve aircraft stopped anywhere in front of the pilot line, walk behind other pilots to a point closest to the aircraft and announce intention before crossing the pilot line onto the runway.
6. Take offs and landings should be made into the prevailing wind. In the event of a cross wind or no wind, the active pilots should agree on a direction.
7. High-speed low passes should be made beyond the runway.
8. No flying may occur while the field is being mowed without prior consent of mower operators.
9. A pilot about to make a "maiden" flight or the first flight after repair must inform the others on the flight line and in the pit area. This ensures that everyone is alert in the event of a problem.
10. New members and students are not permitted to fly at the GCRCC field unless they are under the direct supervision of a GCRCC instructor or have been "signed off" by two GCRCC instructors.

The board appoints instructors for each flying season upon the recommendation of the training coordinator.

11. Non-members may fly at the GCRCC field as the guest of a current member or as part of a GCRCC sanctioned event. Proof of current AMA membership is required.
12. Non-AMA members may receive one demonstration flight with a buddy box under the control of a GCRCC instructor. The plane must be owned by a GCRCC member.
13. When frequency control pins are in use, you must have the proper pin in your possession before you turn on your transmitter. When you pick up the pin from the rack, place your GCRCC Membership Card in its place. Return the pin to the rack after your flight and after your transmitter has been turned off and remove your card. Note: When the pins are not in use, it is your responsibility to make sure your frequency is clear before turning on your transmitter.

## **Equipment Rules**

14. Channel number/frequency is required to be clearly displayed on all transmitters.
15. Your name and address must be placed in your model, or your AMA membership number must be displayed on your model.
16. Mufflers are required on all 2-cycle engines of .10 cubic inch displacement and larger. Mufflers must be an enclosed, expansion chamber type. Engines with tuned pipes are considered muffled. Engines that seem too nosy will be checked against AMA guidelines.
17. A proper spinner or lock nut is highly recommended on all engines. The single nut and washer that came with your engine should not be used without a spinner or lock nut.
18. All radio equipment used at the GCRCC field or sanctioned event must meet the 1991 AMA requirements
19. The GCRCC highly recommends that EZ connectors not be used on glow or gas powered airplanes for the control surfaces--rudder, elevator and aileron.

## **Site Rules**

20. All spectators must remain behind the spectator line at all times. Any small children must be accompanied by and under the control of a supervising adult.
21. The last person to leave the field is responsible for locking the front gate. The GCRCC combination lock must be connected between the chain and the Cinergy pad lock. Please be sure the lock is reset to read 0-0-0-0 at all times.
22. The picnic facilities are for use by Cinergy Woodsdale Power Plant employees, GCRCC members and their immediate families and guests.
23. No glow or gas powered boats on the pond.
24. No models, flight boxes and/or equipment are permitted on the tables in the Cinergy shelter.
25. It is your responsibility to remove your trash and leave the field clean.

# Official Academy of Model Aeronautics National Model Aircraft Safety Code

Effective January 1, 2005

## GENERAL

1. A model aircraft shall be defined as a non-human-carrying device capable of sustained flight in the atmosphere. It shall not exceed limitations established in this code and is intended to be used exclusively for recreational or competition activity.
2. The maximum takeoff weight of a model aircraft, including fuel, is 55 pounds, except for those flown under the AMA Experimental Aircraft Rules.
3. I will abide by this Safety Code and all rules established for the flying site I use. I will not willfully fly my model aircraft in a reckless and/or dangerous manner.
4. I will not fly my model aircraft in sanctioned events, air shows, or model demonstrations until it has been proven airworthy.
5. I will not fly my model aircraft higher than approximately 400 feet above ground level, when within three (3) miles of an airport without notifying the airport operator. I will yield the right-of-way and avoid flying in the proximity of full-scale aircraft, utilizing a spotter when appropriate.
6. I will not fly my model aircraft unless it is identified with my name and address, or AMA number, inside or affixed to the outside of the model aircraft. This does not apply to model aircraft flown indoors.
7. I will not operate model aircraft with metal-blade propellers or with gaseous boosts (other than air), nor will I operate model aircraft with fuels containing tetranitromethane or hydrazine.
8. I will not operate model aircraft carrying pyrotechnic devices which explode, burn, or propel a projectile of any kind. Exceptions include Free Flight fuses or devices that burn producing smoke and are securely attached to the model aircraft during flight. Rocket motors up to a G-series size may be used, provided they remain firmly attached to the model aircraft during flight. Model rockets may be flown in accordance with the National Model Rocketry Safety Code; however, they may not be launched from model aircraft. Officially designated AMA Air Show Teams (AST) are authorized to use devices and practices as defined within the Air Show Advisory Committee Document.
9. I will not operate my model aircraft while under the influence of alcohol or within eight (8) hours of having consumed alcohol.
10. I will not operate my model aircraft while using any drug which could adversely affect my ability to safely control my model aircraft.
11. Children under six (6) years old are only allowed on a flightline or in a flight area as a pilot or while under flight instruction.
12. 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.

## RADIO CONTROL

1. I will have completed a successful radio equipment ground-range check before the first flight of a new or repaired model aircraft.
2. I will not fly my model aircraft in the presence of spectators until I become a proficient flier, unless I am assisted by an experienced pilot.
3. At all flying sites a straight or curved flightline must be established, in front of which all flying takes place. Only personnel associated with flying the model aircraft are allowed at or in front of the flightline. In the case of airshows, demonstrations, or competitions, straight lines must be established. An area away from the flightline must be maintained for spectators. Intentional flying behind the flightline is prohibited.
4. I will operate my model aircraft using only 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. I will not knowingly operate my model aircraft within three (3) miles of any preexisting flying site without a frequency-management agreement. A frequency-management agreement may be an allocation of frequencies for each site, a day-use agreement between sites, or testing which determines that no interference exists. A frequency-management agreement may exist between two or more AMA chartered clubs, AMA clubs and individual AMA members, or individual AMA members. Frequency-management agreements, including an interference test report if the agreement indicates no interference exists, will be signed by all parties and copies provided to AMA Headquarters.
6. With the exception of events flown under official AMA Competition Regulations rules, after launch, no powered model may be flown outdoors closer than 25 feet to any individual, except for the pilots and helpers located at the flightline.
7. Under no circumstances may a pilot or other person touch a model aircraft in flight while it is still under power, except to divert it from striking an individual.
8. Radio-controlled night flying is limited to low-performance model aircraft (less than 100 mph). The model aircraft must be equipped with a lighting system which clearly defines the aircraft's attitude and direction at all times.
9. The operator of a radio-controlled model aircraft shall control it during the entire flight, maintaining visual contact without enhancement other than by corrective lenses that are prescribed for the pilot. No model aircraft shall be equipped with devices which allow it to be flown to a selected location which is beyond the visual range of the pilot.

## FREE FLIGHT

1. I will not launch my model aircraft unless I am at least 100 feet downwind of spectators and automobile parking.
2. I will not fly my model aircraft unless the launch area is clear of all individuals except my mechanic, officials, and other fliers.
3. I will use an effective device to extinguish any fuse on the model aircraft after the fuse has completed its function.

## CONTROL LINE

1. I will subject my complete control system (including the safety thong where applicable) to an inspection and pull test prior to flying. The pull test will be in accordance with the current Competition Regulations for the applicable model aircraft category. Model aircraft not fitting a specific category shall use those pull-test requirements as indicated for Control Line Precision Aerobatics.
2. I will ensure that my flying area is clear of all utility wires or poles and I will not fly a model aircraft closer than 50 feet to any above-ground electric utility lines.
3. I will ensure that my flying area is clear of all nonessential participants and spectators before permitting my engine to be started.

## SPECIALIZED SUPPLEMENTAL SAFETY CODES

Specialized supplemental Safety Codes exist for the following:

RADIO CONTROL COMBAT (#525)

GENERAL RADIO CONTROL RACING (#530)

GIANT SCALE RADIO CONTROL RACING (#515-A)

GAS TURBINE OPERATION (Note: Special waiver required) (#510-A)

These special codes and appropriate documents may be obtained either from the AMA Web site or by contacting AMA Headquarters.