

New Canaan R/C Society

17 Gardiner St
Darien, CT 06820

Flying Field Rules and Flight Procedures

Document control section:

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- Sections 2.5 – 2.6 – 2.7

1. General

- a. **The purpose of this document is to establish specific rules and procedures to ensure a safe and cordial flying environment. As such it is an extension to, and does not supersede, the club bylaws, Waveny Park regulations and all AMA safety guidelines which are in effect at all times.**
- b. Flying is allowed only for club members and their guests. If questioned by town or park officials the member must show identification, including: AMA membership card and NCRCS membership card. Flyers without proper identification will be asked to leave the park.
- c. Junior members must fly under the supervision of an adult club member.
- d. Guests may fly **only if they are A.M.A. members** and accompanied by a club member. The member is responsible to ensure the guest knows and follows all applicable rules.
- e. All members and guests must follow Waveny Park rules with a special emphasis on :
 1. Parking only in designated areas.
 2. Flying allowed only when there are no conflicts with other activities. **This specifically includes the town maintenance crew working on or near the flying fields.**
 3. All animals on a leash at all times.
- f. Club members are responsible for their own conduct and that of their guests. This includes but is not limited to:
 1. The courtesy of not walking around or touching other members plans without permission. If you damage a plane you have the financial responsibility for the repair.
 2. The courtesy of ensuring any children remain out of the pit area. Any mishaps or problems should be reported to an officer of the club.
- g. The rules vary depending on type of aircraft. Generally, aircraft are in one of two categories that characterize a combination of noise and safety aspects of flight. These characteristics should be obvious, but if in doubt check with a club officer to ensure you are in compliance with the rules.
 1. **Park Flyers:** which are slow flying, quiet electric aircraft and gliders,
 2. **General aircraft:** which specifically includes all gas powered aircraft, high pitched and high speed electric aircraft and helicopters.

2. Safety

- a. Safe flying is the responsibility of each individual pilot.
- b. **All pilots will abide by the AMA safety guidelines.**

- c. Members and guests should remain off the flying field except while retrieving an aircraft. The member should announce their intent to enter the field. The member is responsible to watch for and avoid incoming aircraft
- d. The co-pilot or other club members must attempt to clear the field of casual intruders, have the pilot restrict the flying area to avoid flying over the intrusion, or have the pilot land the plane safely.
- e. In the absence of a club officer, any club member can declare the field unsafe and require pilots to land.
- f. Spectators must be kept at least 25 ft. behind the established flight line.
- g. Frequency control must be established before any flying.

3. Flying Schedule

- a. Regardless of our flying schedule, there will be no flying while other activities are happening on the field, scheduled or not. **This specifically includes the town maintenance crew working on or near the field.**
- b. Flying times vary with other park activities. The following outlines the general rules. Be considerate of other users of the facilities when flying high pitched electric planes or loud gas planes
 - 1. Daily: Park Flyers 8:00AM to Sunset
 - 2. Weekdays: General Aircraft 10:00 – 2:00 PM
 - 3. Weekends: General Aircraft 8:30 AM – 12:00 PM
- c. Location varies with the season and other park activities. The following outlines the general rules.
 - 1. Summer season (Memorial Day to Labor Day)
 - 1. Weekdays & Saturdays – Flying only from Field B.
 - 2. Sundays – Flying from Field A unless the pool is open. No flying from field A if the pool is open or field 1 or 2 are in use.
 - 2. All other seasons (Labor Day to Memorial Day)
 - 1. Field A as the primary flying site. Note, Park Workers are at lunch between 11:45AM and 12:45PM.

4. Equipment:

- a. Owner's name, Address, AMA number and phone number must be in or on all aircraft.
- b. Power Source: (flight schedule for certain power sources are restricted)
 - 1. Two stroke engines over .60 cu. in. are not allowed.
 - 2. All four stroke engines are allowed.
 - 3. Mufflers are required for engines over .10 cu. in.
 - 4. All electric motors are allowed.
 - 5. Winch, bungee cord and hand launch aircraft are allowed.
- c. Excessively noisy engines may be grounded by a club officer or vote of members present.

5. Limits on active aircraft

- a. **In order to minimize the chance of mid-air collisions and the potential for pilot distractions there is a limit to the number of aircraft flying in the airspace directly over the field to an altitude of approximately 150 feet.**
 - 1. **Aircraft specifically in this category are: all power planes, all helicopters, hand launch gliders, and winch launch gliders.**

2. **There is a limit of FOUR (4) active aircraft in this category**
 3. **This category is designated as POWER on the flying now pole.**
- b. **In order to maximize flying time while still maintaining a good safety margin, a second category is established for those aircraft generally flying above 150 feet. Aircraft in this category would be expected to limit time below 150 feet to takeoff and landing.**
1. **Aircraft allowed in this category are: electric powered gliders and aerotowed gliders.**
 2. **There is a limit of SIX (6) active aircraft in this category**
 3. **This category is designated as GLIDER on the Flying now pole.**

6. **Frequency control:**

- a. Each pilot must display their own frequency pin.
- b. The pin must, at a minimum:
 1. Clearly display at least 1 in. high, preferably visible from both sides:
 1. For 2.4 GHz transmitters, "2.4 GHz"
 2. For non 2.4 GHZ transmitters, the Frequency number (channel number)
 2. Display the Pilot's Name and A.M.A. number
 3. Be capable of being attached to a ½ in. diameter pole.
- c. Frequency pins will be placed in one of two locations as described below. Frequency poles will be used unless they are not available in which case two designated areas will be established by the members present.
 1. **Waiting to fly pole (Queue):** Transmitters represented by pins in this area must be **OFF!** Pins in this area represent pilots awaiting their turn to fly. The pin at the top of the pole is the next pilot to fly.
 2. **Flying Now Pole (POWER OR GLIDER):** Pins in this area represent pilots actively flying.
 3. When it is your turn to fly, ensure there are no pilots flying on your frequency. If your frequency is free, move your pin from the waiting to fly pole to the appropriate Flying Now Pole. At this point you can turn on your transmitter.
- d. **Before turning on your transmitter:** Verify there are no other pilots actively using your frequency by checking pins on the frequency poles. Once you are sure there is no frequency conflict, place your frequency pin on the flying now pole, only then should you turn on your transmitter. When you have completed using your transmitter, turn it off return it to a safe storage area and return your frequency pin to the Waiting to Fly Pole.
 1. Lost or damaged plane due to no pin or not proper positioned on the Flying Now Pole is the financial responsibility of the pilot who did not follow the rules.
 2. Lost or damaged plane when first pilot has pin on the Flying Now Pole and a second pilot turns on their transmitter is the financial responsibility of the second pilot.

7. **Order of flight**

- a. **Limit of four (4) POWER planes** (including park flyers and helicopters) **AND / OR six GLIDERS** in the air at any time. **Only one flight per turn.** After the completion of a flight place your frequency pin at the bottom of the Waiting to Fly Pole,
- b. Prior to your next turn check to verify no one who's pin is above yours is waiting to fly.

8. **Fly with co-pilot.**

- a. It is recommended that members fly with a co-pilot while flying anything other than "park flyer" class aircraft. This decision is left to the discretion of the member.

- b. The primary responsibility of the co-pilot is to advise the pilot of safety concerns (such as people on the field), and to aid in emergency situations.
- c. One person can serve as co-pilot for multiple pilots.
- d. It is up to the pilot to clearly identify the co-pilot. Do not assume a person acting as co-pilot for someone else is prepared to also observe for you,

9. Flight Line

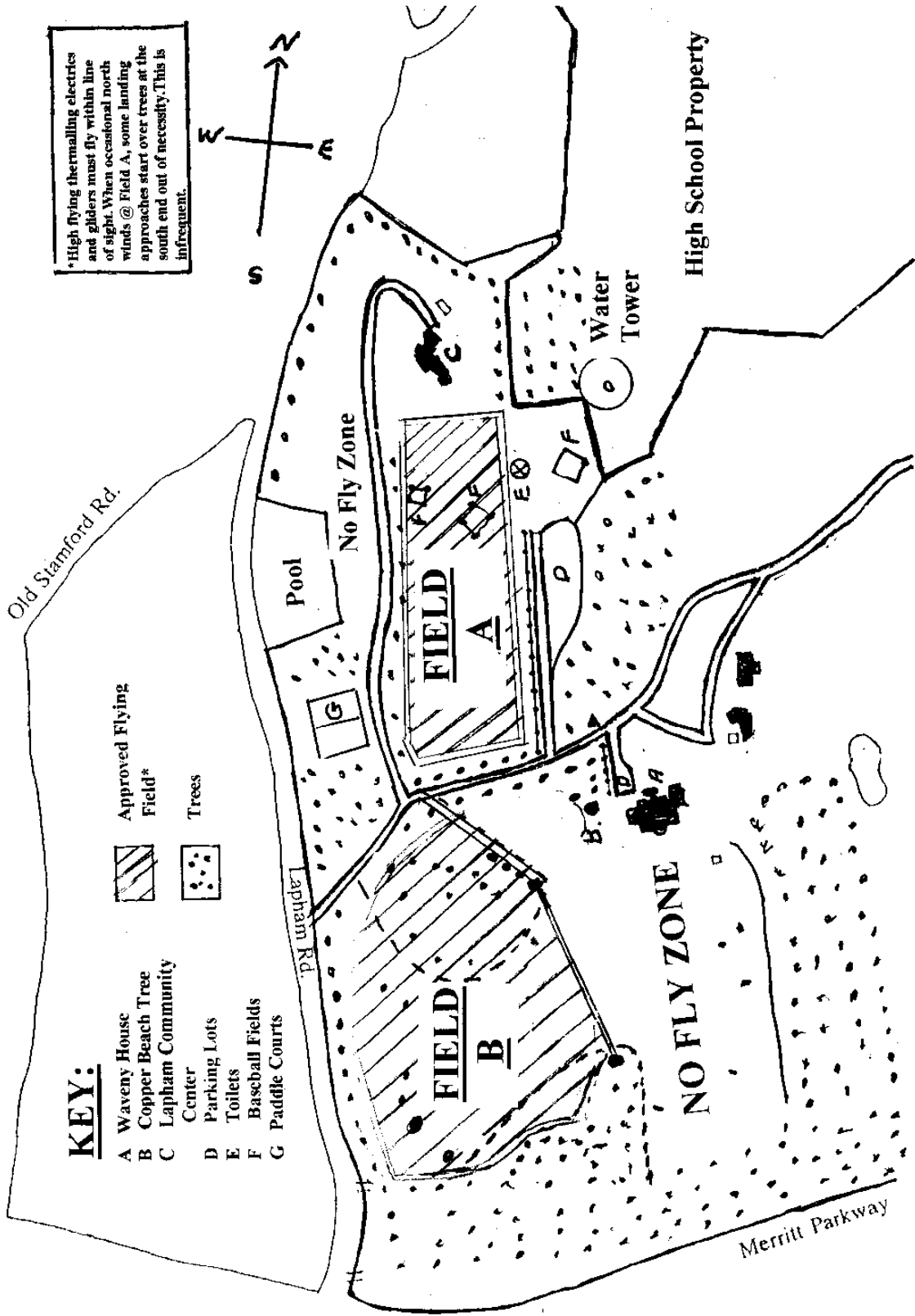
- a. For Field A: The Flight Line is defined as a straight line approximately 25 feet West of the parking barrier extending to the end of the parking lot, or as delineated by a line of orange cones.
- b. For Field B: The Flight Line is defined as a straight line south west of Waveny House delineated by a line of orange cones.
- c. Pilots must stay within 25 feet of each other on the flight line while flying.
 - 1. Except when a taking off from the baseball diamond. In this case, the pilot should return to the flight line as quickly as safe flying will allow.
 - 2. Except when launching a glider from a winch or tow plane. In this case the pilot should return to the flight line as quickly as safe flying will allow.
- d. Helicopters may be asked to fly from the extreme end of the Flight Line especially if performing close in maneuvers.

9. Flying Field and Airspace (see maps below)

- a. Field A is designated as the large field north of the main park road and east of the road leading to the swimming pool.
- b. Field B is designated as the large field south of the main park road and west of Waveny House.
- c. The active field will be designated by the **Flying Now Pole**, which will be set up by the first pilot to arrive.
- d. The safe airspace is generally outlined by the Flight Line and the tree line on each end of the field.
- e. Never fly over other groups using the park.
- f. No flying over any of the houses, specifically Waveny House.
- g. No flying over the pool, paddle Tennis courts, or dog park.
- h. No flying over or behind the flight line.

10. Accidents and violations

- a. All accidents or violations of flying rules **must** be reported to the club Safety Officer



*High flying thermalling electricians and gliders must fly within line of sight. When occasional north winds @ Field A, some landing approaches start over trees at the south end out of necessity. This is infrequent.

KEY:

- A Waveny House
- B Copper Beach Tree
- C Lapham Community
- Center
- D Parking Lots
- E Toilets
- F Baseball Fields
- G Paddle Courts

- Approved Flying Field*
- Trees

NCRCS Approved Flying Fields