

**FLIGHT OPERATION AND SAFETY RULES OF THE CHULA
VISTA MODEL AND RADIO CONTROL CLUB**



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Flight Operation and Safety Rules

The purpose of the Flight Operation and Safety Rules (FOSR) is to assure safety in the use and enjoyment of the Chula Vista Model and Radio Control Club (CVMRCC) facilities. The FOSR will be followed by every club member and visiting flyers when using the club facilities. Violations of these rules will be dealt with sternly and in accordance with the CVMRCC Bylaws. If at any time you do not understand these rules, please clarify them with a board member prior to flying. The flight environment will change as our hobby evolves, for this reason these rules should be changed frequently when necessary in accordance with Article 10 of the club By-Laws. All members and visiting flyers will behave in a considerate and professional manor. All people will be treated with respect and kindness at all times.

1. Academy of Model Aeronautics (AMA) Membership

All fliers shall have their current AMA card on their person. All flyers, including learning pilots under a club member's instruction, are subject to AMA requirements and safety rules.

2. Guests

Guests must be AMA members and may fly for not more than 3 visits. To fly there after, they must join the club. Guests' conduct and adherence to the FOSR are the responsibility of their host member. Flyers visiting the area may also fly 3 times as a guest, but must thereafter pay \$5.00 per month providing they are current members of the AMA.

3. Flight Qualifications

Prospective new members, transient fliers and guest fliers are subject to the FOSR and shall demonstrate to a flying club member their ability to fly their airplane in a safe and controlled manner before being allowed to fly without assistance.



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4. Flight Training

A Beginning or inexperienced member will be trained under the close supervision of a designated club instructor or an experienced club member. Supervision will no longer be required once the student has demonstrated the ability to fly a model using skills and aircraft controls necessary to meet the solo requirements set forth in section five below.

5. Solo Requirements

The following are the minimum skills required to negate the requirement to be supervised when flying at the CVMRCC field:

- Taxi aircraft
- Take-off both directions
- Demonstrate trimming
- Use of rudder in flight
- Horizontal figure 8
- Inside loop
- Stall
- Complete traffic pattern with low slow fly-by
- Left and right hand pattern and landing
- Dead stick landing (simulated by throttle set to idle)

6. Pre-flight Inspection

A preflight inspection is mandatory prior to initial flight of all new, repaired or modified aircraft. A Safety Officer or an experienced club member shall inspect the aircraft. Securing a preflight inspection is the responsibility of the aircraft owner. If the inspector finds that the equipment is unsafe, he will provide a list of identified deficiencies and direct the owner to make the necessary repairs. The aircraft shall not be flown until the repairs have been made.



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7. Frequency Board

All pilots shall check the Frequency Board and acquire the “frequency pin” corresponding to their transmitter frequency before turning on the transmitter. Club members shall place a valid CVMRCC membership card on the peg under their frequency number. The frequency pin shall be attached to the transmitter antenna at all times when the transmitter is operating. Only one person at a time shall operate on any given frequency. Pilots shall return the frequency pin to the board at the completion of each flight, if another pilot is also on that frequency. CVMRCC does not require the use of frequency flags/numbers on the transmitter antenna.

8. Field Repairs

Field repairs requiring the use of the transmitter shall not impede another flyers use of the field. If another flyer is operating on the frequency in use, limit repairs to 15 minutes. Field repairs shall be made in the pits, never on the flight line or runway.

9. Field Rules and Recommended Protocol for Safe Flying

When referring to the below rules, refer to the drawing on page eight.

- a) All aircraft started in the pit area shall be carried or pushed under control to the safety fence line. No aircraft shall be taxied in or near the pits. East and West end start up boxes with hold down straps are strongly encouraged and all aircraft may taxi out from those boxes after starting.
- b) Aircraft, with their engines running, shall be physically restrained at all times until placed on the runway for take off.
- c) Running up engines in the pits shall be kept to a minimum.
- d) All pilots shall call out their intentions: “On the runway”, “taking off”, “Landing”, “Dead Stick”, “Touch and Go”, “Clear”. Other fliers will acknowledge when possible.
- e) Dead Stick Landings have priority over all other operations. Landings have priority over take-offs.



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- f) The direction of the traffic pattern is determined by the prevailing wind. Take-offs and landings should be made into the wind. When taking off, it is requested that you remain on the runway until passing the East or West take off line.
- g) The Deadline is defined as the centerline of the runway black top.
- h) All flying: normal, aerobatic, free style or 3-D (regardless of the power system in use – e.g. electric, gas, etc.) shall be flown North of the Deadline, except for landing approaches. Contest directors (CD) may relax this limitation for special events during which the flyer would be under the strict supervision of the CD.
- i) If a flyer desires to be closer to his aircraft for free style/3-D type flying, he may, with the permission of all other flyers (with no other aircraft in the air), proceed to the North edge of the run way with a spotter and fly from this location. This exception should be limited to advanced flyers only.
- j) In any case, no aircraft shall be flown over the pit area, parking lot, or to the South of the Deadline (except for those cases already mentioned).
- k) Pilots shall keep their aircraft away from full size aircraft and birds, using any means necessary for avoidance.
- l) No alcoholic beverages shall be allowed or consumed at the field at any time.
- m) Crash pick-up crews must call out their intentions and those pilots flying shall exercise extreme caution and fly higher than they normally would.
- n) Helicopter operations and taxiing will be performed from the same taxi lane as the planes, which are located on both sides of the pilot lanes (lanes 1 and 5). Helicopter pilot will place their model on the taxi area and low hover to the take-off line, land then take-off. As with planes, take-offs are not done directly in front of the pilot lanes. Flight patterns will be the same as planes, which will decide which taxi lane will be used. When landing, the reverse applies. Land at take-off line and low hover to taxi area.
- o) Training, hover practice, pirouettes and slow sideward/forward flight shall be conducted in the open area West of the Pits. You must walk your helicopter to the rugs located in this area. Take-offs to areas outside of this hover area is prohibited. You are limited to the boundaries of the hover area.



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- p) Each member is required to have in their possession an 'A/B/C' rated or equivalent fire extinguisher. The extinguisher shall be readily available in the pit area during any flying activities. This applies regardless of the type of propulsion system used.
- q) EDF only taxi zone. Blue taxi lines designate an electric ducted fan only taxi area to taxi to/from the runway if desired. The EDF pilot will adhere to the following rules:
1. Who – All desired EDF (electric ducted fan) aircraft applicable.
 2. How – Aircraft shall be placed into taxi zone. Pilot w/ transmitter shall remain within 10 feet of aircraft at all times. Speed shall remain at or below walking pace of operator. Verbal call must be made clearly and with sufficient amplitude for members at pilot stations or at the furthest pit location from departing/arriving aircraft and operator can hear clearly pilot's intentions. Examples of calls; "Taxi for take-off" and "Taxi back to pits" or any clear command which signifies clear intention.
 3. Precautions – All care to avoid other pilots, aircraft or equipment shall be made at all times. Aircraft shall have right of way when taxiing in taxi way zone.

10. Field Maintenance

- a) Trash pick up is not provided at the field so take your trash with you when you leave.
- b) If you must smoke please be considerate of others and always bring a butt can for your cigarette butts.
- c) Fuel spills are detrimental to the surface and are dangerous, so be mindful of spills and try to control them.
- d) The last club member to leave the field shall secure the frequency board and lock it up.
- e) If you see something that needs attention notify the board and volunteer to take care of the problem.
- f) Work parties will be announced in the club newsletter and will normally occur one hour prior to the general meeting. The CVMRCC facilities will not remain in good repair nor will they improve without the help of every club member, please attend and help maintain your field.



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11. Noise Suppression

Club policy is to cooperate actively with local, State and National authorities and particularly to stay in compliance with AMA requirements. Club officers will periodically monitor and report to the club about sound levels. Quiet is better in all cases. Flying of large and loud aircraft at full throttle far to the East is not in the best interests of the CVMRCC, so please be mindful of the impact it may have on the future of our club.

12. Altitude

During the weekdays, U. S. Navy helicopters regularly transit through our airspace when approaching the Imperial Beach field. Normally altitude should be limited to 400 feet, if more altitude is desired contact the Imperial Beach control tower at 619-437-9465. Be prepared to state your name, phone number, desired altitude limit and how long it will be required. In all cases, should a helicopter pass through the area, keep all aircraft well clear. The club has worked very hard to maintain a healthy co-existence with the Navy. Failure to obey the above requirements will jeopardize our relationship with the Navy and the future of our club.



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