



CCRCC

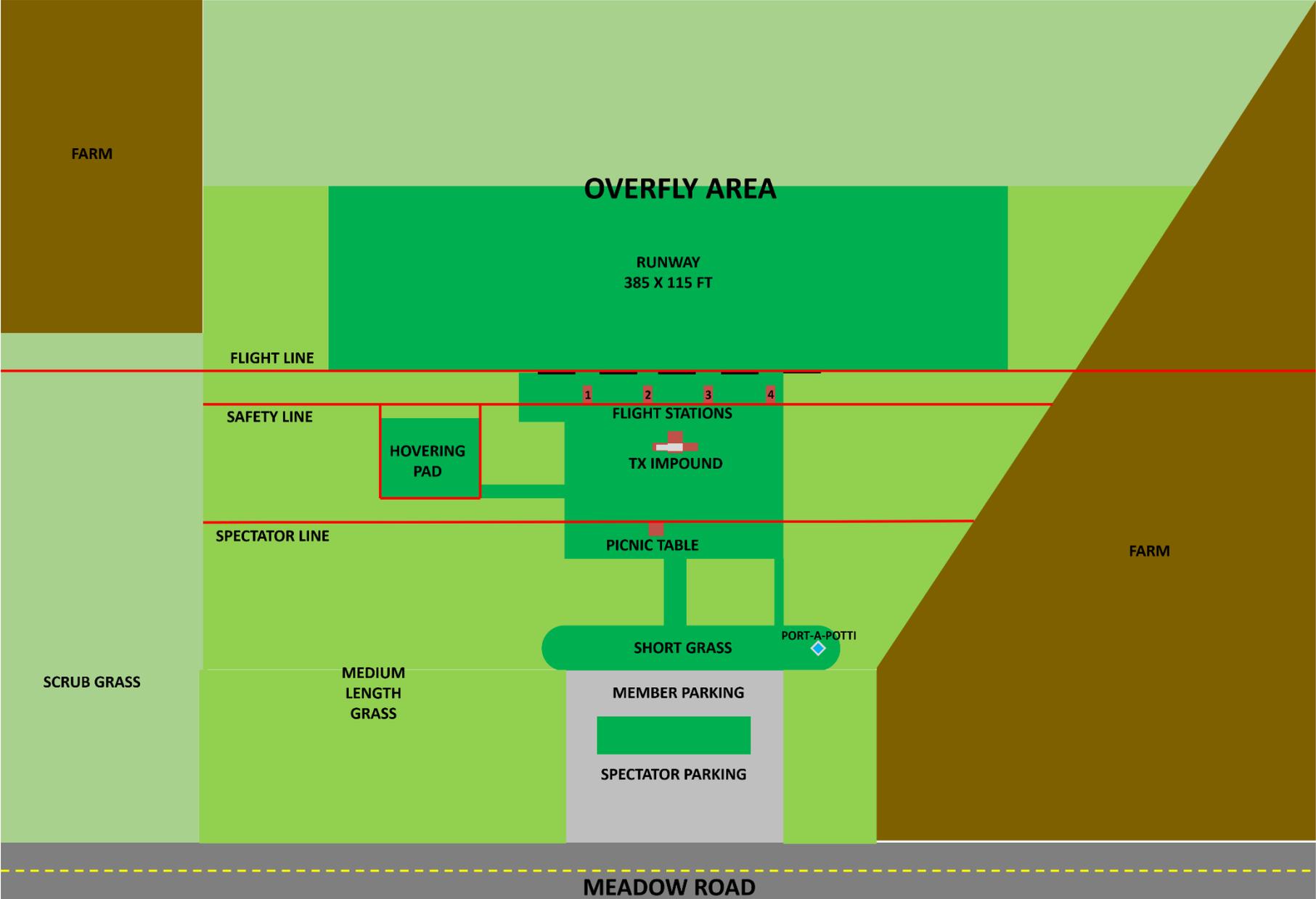
Incorporated

Membership Handbook - 2021

(revision draft 1)

THIS DOCUMENT HAS BEEN PRODUCED TO PROVIDE MEMBERS AND APPLICANTS WITH A CONVENIENT METHOD TO ASSIST MODEL AIRCRAFT PILOTS IN THE CCRCC ORGANIZATION. THIS DOCUMENT SUPERCEDES ALL OTHER CCRCC HANDBOOK RULES AND PROCEDURES.

FIND US ON THE WEB AT: www.ccrclub.org



Map of CCRCC Field on Meadow Road, Farmington CT

Glossary for Field Map

FLIGHT LINE: The flight line is a straight line which runs along the near side of the runway (along the fence) and extends from horizon to horizon. All persons must remain behind the flight line while flying takes place except to retrieve an obstacle (e.g. plane). Intentional flying behind this line is prohibited.

SAFETY LINE: Only personnel associated with flying the model aircraft are allowed in front of the safety line. The pit area starts behind the safety line. No model aircraft operations (e.g. running of engine, fueling/defueling) are permitted behind this line.

SPECTATOR LINE: Only persons with AMA membership may cross this line. Members of the public must remain behind this line. Club members may escort members of the public past the spectator line if nobody is flying or running an engine.

HOVERING PAD: Area intended for performing low-altitude, low-duration testing of helicopters in hover. Maximum allowable altitude is 4 ft above the ground. Breaking-in or extended testing of an engine should be performed in this area.

OVERFLY AREA: The overfly area includes all territory on the far side of the flight line including farms and forested areas. All model flight (excluding testing in the hovering pad) is only permitted in the overfly area. Pilots are encouraged to keep their models in proximity of the field to reduce the possibility of disturbing neighbors. **DO NOT** overfly farm workers.

Member Responsibilities

Being a member of the CCRCC is a privilege; with this privilege comes certain responsibilities. Among these responsibilities is the need for every member and applicant to actively participate in running the CCRCC.

All members must comply with our **Code of Conduct** and **Field Rules**. These are intended to maximize everyone's enjoyment of the hobby/sport of model aviation and our club. Violations of the **Code of Conduct** or **Field Rules** will be addressed and resolved by the Board of Directors. **Infractions will be reviewed by the Board of Directors and may result in revocation of membership in the CCRCC and forfeiture of dues.** Typically, a first infraction results in a verbal warning, a second infraction results in a written warning, and a third infraction results in revocation of membership and forfeiture of dues. Depending on the seriousness of the infraction, the Board may summarily revoke membership and forfeit offender dues.

Code of Conduct

Our mission is to successfully promote our club and the interests of model aviation. We will achieve this mission when all our members work toward this common goal. As such, all members shall comply with the following code of conduct. All members and applicants:

- 1) At all times, demonstrate safe, good and sound judgement on the ground and in the air.
- 2) Follow all club and field rules, no exceptions.
- 3) Are encouraged to support the interests of our club by helping with its administrative needs and lending assistance with club-sponsored events.

- 4) Are encouraged to regularly attend club meetings.
- 5) Demonstrate good behavior which politely and professionally promotes the hobby/sport of model aviation. Members will avoid using foul language and verbally or physically abusing each other. It is the responsibility of all members and applicants to treat each other with dignity and respect.
- 6) Members will be particularly sensitive to good common-sense behavior in the presence of youth.

Field Rules

We strive for the safest possible operation of our model aircraft. All pilots must fully comply with the AMA Safety Code and wear their member badge while flying, as well as observe the following:

- 1) Pilots must not operate any model aircraft while under the influence of alcohol or any drug that could adversely affect their ability to safely control the model. No drugs or alcoholic beverages are allowed on the premises by order of the Town of Farmington, no exceptions.
- 2) Transmitters with unique ID encoding (e.g. 2.4 GHz "Spread Spectrum") do not need to be placed in the transmitter impound. (Non-encoded transmitters (e.g. 72 MHz) must be fitted with a red flag and channel identification and must be returned to the impound and turned off. Users of non-encoded systems are responsible for frequency control to prevent frequency conflicts. Models shall be operated only on frequencies authorized by the AMA and the FCC for model aircraft use.)
- 3) SMOKING is not allowed from the picnic table to the flight fence. Smoking may be done in the area from the parking lot to the picnic table.
- 4) A current AMA membership is required to cross the spectator line unless escorted by a CCRCC member.
- 5) All pilots must fly from the four designated flight stations. A maximum of four aircraft are allowed in the air at the same time. This does not include a helicopter which may be hovering (max altitude 4 ft above ground) at the hovering pad.
- 6) Pilots must communicate loudly at the flight stations to announce plans of takeoffs, landings, emergencies, on/off the field) to all pilots who are flying. Whenever possible, use another pilot as a spotter. Pilots with a "dead stick" situation have the right of way.
- 7) Pilots shall observe a maximum fifteen-minute flight time when 4 or more pilots are flying.
- 8) Models may only be flown in the Overfly Area (refer to field map). Models may not be flown over the town road, pits, parking, or spectator area.
- 9) Take offs and landings should be parallel to the runway or angularly away from the pits. The first turn after takeoff must be away from the pits and spectators.

- 10) There is no flying or running of engines of models equipped with internal combustion engines before 9:00am Monday to Saturday and 10:00am on Sundays. Electric-powered models may be flown anytime during the day. Electric-powered models can also be flown before sunrise and after sunset if model is equipped with an adequate lighting system. As per the Farmington Town Ordinance, we must be off the field between the hours of 10pm and 5am.
- 11) Engine break-in and test running only permitted in the hovering pad. Helicopter usage has priority. Refer to the field map.
- 12) All internal combustion aircraft engines .10 cubic inches and larger must be muffled.
- 13) CCRCC members are responsible for the conduct of their guests. Guest flyers must have a current AMA membership and are limited to three flying days per calendar year (excluding events).
- 14) Turbine-powered models may be flown provided that the pilot has an AMA turbine waiver (of the appropriate category) and approval from Turbine Committee and the Club Executive. The model must be appropriate for the field (e.g. size, weight, maximum speed, landing speed) and approved by the Turbine Committee.
- 15) Some rules may differ during club sanctioned events controlled by the club Contest Director.
- 16) High energy maneuvers (e.g. high-speed circles, Immelmann) must not be directed towards the pits. These maneuvers should be limited to the 50/50 rule, 50% from the flight line to the back of the runway and at least 50 feet above the ground.
- 17) A member must have at least one person accompany them if they enter the wooded area.
- 18) Safety is everyone's responsibility – USE COMMON SENSE. Pilots must always use good judgement in all situations and act in the safest manner.
- 19) All members are encouraged to have FAA Unmanned Aircraft System registration. See https://www.faa.gov/uas/recreational_fliers/. Aircraft should be marked with the FAA registration number.

Safety Tips

You should read and become familiar with the full AMA Safety Code. The following is a short list of safety tips that you should keep in mind whenever you are operating and R/C model.

- 1) When the engine is running, make all needle valve adjustments from behind the rotating propeller.
- 2) Keep face and body out of line with to propeller arc. If a propeller blade were to break off, it could be thrown like a KNIFE. You are urged not to stand in front of a rotating prop.
- 3) If you are in trouble in the air, call out for help immediately to alert others around you.

- 4) Excessive running of a motor for tune-up or carburetor adjustments is not allowed at the flight stations to not infringe on another person's flight time. Motors that require significant run times should be run on the hover pad next to the pit area. These engine runs should adhere to frequency control rules similar to a normal flight sequence if a radio is used.