

## **Yankee Flyers of Connecticut**

### **Field and Frequency Rules**

1. A current membership card is required and must be available at the field for inspection. Members must be a member of the Academy of Model Aeronautics (AMA). If an amateur radio frequency is to be used, either for controlling a UAS or for FPV, the pilot must hold the appropriate FCC license.

2. All flying shall be in accordance with the official AMA Safety Code and the Field Rules of the Yankee Flyers of Connecticut (YFOC).

a) Keep your UAS within the pilot's line of sight, or have an observer who has visual contact with the UAS and is in direct contact with the pilot.

b) Give way to and do not interfere with manned aircraft.

c) Fly at or below 400 feet altitude.

d) Take "The Recreational UAS Safety Test (TRUST)" and carry proof of test passage when flying.

e) Have a current FAA registration number, and mark the number on the outside of the UAS.

f) Your AMA number, address, and phone number should be on the UAS

3. The flying field is for the use of club members and their guests. Guests are limited to FOUR (4) visits per year. Host members shall advise their guests of the rules and regulations.

4. The consumption of alcoholic beverages or drugs is strictly prohibited; this includes pit area, spectator area and parking lot.

5. No taxiing in the pit or parking lot, or towards any individual. Hand launching of a UAS should be done from in front of the flight line.

6. There shall be no flying of RC aircraft powered by internal combustion engines before 9:00 a.m. any day of the week. This restriction does not apply to electric aircraft. Night flying of electric aircraft is allowed as per AMA handbook page 9. Night flying is limited to low performance aircraft (less than 100mph). The aircraft must be equipped with a lighting system which clearly defines the aircraft's attitude and direction of flight.

7. Restrictions to flying:

a) At Gawron Field, no flying over Gawron Rd. The flight line is delineated by the pilot edge of the runway and 2 white poles, one placed at either end of the field.

b) At Brooklyn Transfer Station, no flying when the transfer station is open for business, or when anyone not connected to this club is in the over fly area. The flight line is the edge of the mowed flying area.

c) At Bull Hill Field, no flying when the field is being used by soccer players, or anyone else not connected to the club. The flight line is a line 30 feet away from the field side of the building and parallel to the side of the building away from the parking area.

d) No flying when mowing or other maintenance is being performed on the flying area.

8. Pilots must remain behind the flight line while flying an aircraft. Aircraft must be flown in front of the flight line and away from any buildings, people or vehicles. Only five (5) aircraft may be in the air at any time; with the exception of special events.

9. A maximum of one pilot and one helper (or observer) may operate an aircraft from behind the flight line, unless an emergency requires more.

10. Pilots using older radios with discreet channels on 72mhz or Ham Radio frequencies, shall attach to their radio antenna a tag that clearly shows in 1 inch numbers the channel they are operating on. Pilots using older transmitters will coordinate with all other pilots to ensure there are no conflicts between multiple older transmitters being utilized at the flying field.

11. Any person needing access to the runway shall notify the pilots flying of their need to go onto the active runway. Example: "On the runway" shouted to the current pilots will let them know that you intend to go onto the runway. You may then access the runway but only after all of the current pilots have indicated to you that it is safe.

12. Pilots must remain behind the flight line while flying their aircraft. This includes takeoffs and landings, except for test flights, with the approval of the other pilots present.

13. In an emergency, the pilot in trouble must declare an emergency. All other pilots must remain alert for any emergency call and remain clear of the runway until the emergency is over.

14. Pilots should announce all landings. Unpowered models have the right of way at all times. Glider operations are not considered emergencies unless control is difficult.

15. An internal combustion engine greater than .09 shall be equipped with an effect silencer either stock or after market, and not of the flow THRU design i.e. having a hole at each end of the muffler body plus one for attaching to the engine.

16. The safety officer shall have the authority to enforce these regulations. In the absence of the safety officer, ANY club member shall have the same authority.

17. It is recommended that members display their club membership card (like a fishing license) when flying at the club field. This card will identify you to others, as well as prove you are current on AMA and the club dues. All members are required to show their membership card upon request by any member.

18. A new member's card shall be signed by an approved instructor after he/she demonstrates satisfactorily the knowledge and understanding of the field regulations and operation of model through basic maneuvers, including landings from both directions and ground handling safety.

19. No one will be allowed to teach themselves to fly at the club field. No new members, no matter how much experience he/she has, will be allowed to fly solo until their "Student Designated" membership card is signed off by one of the club designated instructors.

20. The helicopter pad is designated for rotary wing aircraft to practice hovering and hovering only. The pad is not intended for flight and helicopters should never be flown higher than the pilot's head height. Once signed off by an instructor, pilots may then fly at the runway flying the same pattern and same rules as fixed wing aircraft.

a) If fixed wing aircraft are not operating, helicopters may use the runway for all operations. This includes takeoff, landing, and hovering.

b) The helicopter pilot must face the active runway when launching into current traffic.

c) The helicopter pilot is responsible for insuring his intended flight path is clear.

d) Helicopter pilots must fly clear of people, buildings, and vehicles.

e) Helicopters may not hover in the pit area.

Accepted 5/10/90

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