

Florence RC Aircraft Association (FARCAA)
Site Rules and Procedures
Florence Airport Flying Site
August 25, 2010

General

The foundation for a safe RC flying environment at the Florence airport will be compliance with the rules of the Academy of Model Aeronautics, the local FARCAA Site Rules and Procedures and exercising good common sense by the RC flyers that are enjoying the privilege of flying on the airport.

Priority

Flying RC aircraft at the airport will always be secondary to full scale aircraft operations. This means that RC aircraft will not be flown any time that a full scale aircraft is in the landing pattern intending to land at the airport, or is preparing for takeoff.

Hours of Operation

Normal flying operations at the airport RC flying site will 7 days a week from 7:00am to sunset.

Communications and Visual Awareness

The Club will maintain a radio that will receive aviation universal communications (Unicom) transmissions. The radio will be at the site when any flyer is flying and will be turned on such that transmissions can be easily heard from the flying stand position.

It is the policy of the club to require the use of an observer. The observer must be a qualified flying member of the club and be at least 18 years of age. The person fulfilling observer duties must not fly while serving as the observer and must devote him/herself to watching for traffic and monitoring the Unicom radio frequency. The observer must occupy a designated location on the flight line while performing observing duties and shall refrain from non-safety related social interaction with other persons while performing observer functions. Members who are familiarizing new flyers with the field, supervising check-out flights or giving instruction may not be counted as observers. In these circumstances a third person is required to be the observer.

Members wishing to fly must give their frequency pin to the observer prior to flight and recover the pin from the observer at the end of the flying session. In the application of these policies common sense should prevail remembering that an active and focused observer is **required** when model aircraft are flying at the field.

Non-qualified (see Flyer Qualifications below) flyers are required to have a qualified club member as an instructor/observer.

Guest Flyers

Qualified flyers who are not members of FARCAA may under certain circumstances be allowed to fly at the field a maximum of three flying days. Such persons must receive a safety brief from a qualified club member and demonstrate flying competency before being allowed unsupervised flying privileges. When such persons are flying they must have a qualified club member serve as a sponsor and the sponsor must be present at the field when the guest is flying.

Site Access Control

The first RC flier arriving at the field is expected to turn the “Restricted Area” signs located at both gate code stands to the “RC Club Flying” sides prior to entering the controlled access area. Posting these signs shall serve as notice to the Airport Operator and full scale pilots that RC flying operations may be underway at the RC field. Flying RC aircraft shall not commence until the club hand-held radio receiver and separate loud speaker have been procured from the club shed and placed on the frequency control board shelves and an observer has been designated. The radio shall be tuned to 122.8mcs and shall be monitored during all RC flying activities. The last flier of the day will return the radio equipment to the shed, lock the shed and reverse the two restricted area signs located at both gate code stands to the “restricted area” sides.

Flying Pattern

Main Runway Flying. The maximum flying altitude for RC aircraft at the airport flying site will be 400’ above the ground. Under no circumstances will an RC aircraft be flown west of the west airport boundary fence, east of the east airport boundary fence, south of a line described by the northern most east/west hangar taxi way and north of a line described by the airport boundary fence.

Helicopter Flying Area. A helicopter training and set-up area is located north of the east/west hangar taxi way, west of the airport boundary road, south of the model field east/west gravel entry lane and east of the east edge of the model field main runway. Within this area helicopters may fly without an observer at altitudes below 10’. All other helicopter flying should be done from the main runway following a pattern consistent with the normal airplane flying pattern and must observe the usual field rules regarding the use of an observer and other safety practices and policies of the club.

Flyer Qualifications

All persons who are deemed qualified to conduct solo model aircraft flight at the airport site must have demonstrated competence for normal flight operations to a member of the club board when joining the club prior to unsupervised flying at the airport site. The Club secretary will maintain a record of the currency status of all club members in this regard and the Club Safety Officer will coordinate with the club secretary to assure that all members exercising flying privileges are qualified.

The term qualified for “solo model aircraft flight” is meant to assure that a flyer has demonstrated competence to execute normal flying maneuvers such as takeoffs, landings, basic aerobatics (if appropriate for type of aircraft flown) and safety inspections.

In order to fly at the airport site each flier must have a valid AMA membership card and a valid FARCAA membership card in his/her possession while flying.

Adoption and Modification record:

- Adopted by the membership July 29, 2007
- Modified December 16, 2007, May 4, 2008, October 6, 2008, December 13, 2008, May 2, 2010 and August 25, 2010.