



**PENNSYLVANIA AVENUE
REMOTE CONTROL SOCIETY
GENERAL AND SAFETY RULES
JANUARY 2013**

GENERAL FIELD RULES

- 1. Membership:** All fliers must be current members of AMA and PARCS and display their AMA/ PARCS CARD when on field.
- 2. Aircraft ownership and weight:** For those individuals whose Aircraft weigh more than 55LBS with fuel said Pilots must conform to AMA large Model Aircraft procedures and possess proper documentation for LMA1, LTMA1, LMA2, and LTMA2. All Aircraft owners must have their name and address or AMA number on the airplane along with a telephone number.
- 3. AMA Rules:** All AMA rules will be followed for each type of aircraft as identified in the AMA membership manual. Only pilots and spotters will be allowed at the flight line. Only exemption is when training is taking place at designated location on flight line.
- 4. Guest Constraints:** Non-club members but who are AMA members, who have not previously been a PARCS member, may fly as a guest of a member no more than 3 times per year. Guests must always be accompanied by their host, must be active AMA members and must follow all AMA and Club safety rules. Field Safety Officers reserve the right to restrict guests from flying at any time. Host member must familiarize his/her guest with the site and club rules and must ensure guest's compliance. Guests must sign-in in Guests Log.
- 5. Litter:** DO NOT litter at the field, if you bring it then take it back out with you. All crash debris must be cleaned up and removed by the responsible pilot.
- 6. Children and Pets:** Pets must be leashed and not allowed to run free on the field nor be at the flight line. Children must not be left unaccompanied and can only be at the flight line if serving as a pilot, an assistant or spotter/caller.
- 7. Alcohol:** Use and/or possession of Alcoholic beverages or controlled substances at PARCS flying field by anyone at any time is strictly forbidden.
- 8. Behavior:** Bad behavior which may be threatening, vulgar, or distracting to pilots and spectators will not be tolerated. Violations may result in suspension of field privileges. Third offense will result in member expulsion.

GENERAL FIELD RULES CONT'D

9. Parking: Vehicles shall be parked only in the parking area ONLY. No parking on grass or leaving your vehicle next to the fence. Ample parking is provided as well as Handicap parking.

10. Pilot Qualification: Novice flyers are not permitted to fly solo until they have passed a flying proficiency test administered and signed off by the elected and appointed Chief Safety Officers and their Instructor. They can only fly with assistance of a qualified club instructor. Upon qualification new pilots must fly either the trainer they qualified with or comparable aircraft for no less than three months.

SAFETY RULES

1. Range check: All new or repaired aircraft will undergo a range check and be safety inspected prior to flight.

2. Radio Impound & Frequencies: All transmitters that are not on 2.4 Ghz/Spread Spectrum must be impounded or in its case at the pilot's plane location unless the pilot is in possession of the frequency pin.

3. Frequency Pins and Member ID Cards: All pilots must display their PARCS membership card on the frequency board when obtaining the 72 Mhz frequency pin. For those pilots on 72 Mhz, when flying, retrieve the frequency pin and place your PARCS ID card in the slot. Pickup your transmitter from the impound area and attach the pin to your transmitter. At the conclusion of each flight, promptly turn off and return your transmitter to the impound area (unless no others are on that frequency), then return the frequency pin and either collect your PARCS ID card or leave it in the slot.

4. Maximum Aircraft in Air: There will be no more than 5 aircraft in the air. Flight times will be limited to 15 minutes from take off to touch down.

5. Fueling & Fire Extinguishers: There will be **No Smoking** near aircraft or fuel cans during fueling operations. A personal or club provided fire extinguisher must be at the flight line when gas airplanes and/or turbines are started and flown.

6. Engine Start-Up Propeller Aircraft: Aircraft engines will be started at the flight line with the propeller in front of and away from any other fliers in the designated starting area. The aircraft will face toward the runway, never toward the pits. Do not allow anyone to be in the arc of the propeller with the engine running. Taxiing onto the runway is allowed forward of the pilot's line. When retrieving an airplane from the runway, the engine shall be stopped prior to crossing the pilot's line when returning to the pit area. Always have someone or a restraining device hold the aircraft during starting and run up of engines. **Never taxi aircraft into or out of the pits.**

SAFETY RULES CONT'D

7. Taking Off and Landing: 1) Announce your intentions to take off, taxi from the flight line onto the active runway and take off in the established direction. Takeoffs and landings are into the wind. No aerobatics until past the pit area and never turn toward the pit area. Ideally, all aerobatics should be performed after the first turn away from the pits. 2) Announce your intentions to land. Land your aircraft into the wind. Return to the flight line, taxi parallel to and at least 10 feet from the flight line and stop the engine.

8. Spotters: All pilots should have a spotter/helper present, when possible. This is mandatory if more than one aircraft is in the air or on weekends and while flying a giant scale or turbine aircraft.

9. Over-Flight: Never fly over the flight line, pits, parking area, or spectators. Absolutely no flying over the camp sites at the far south end of the cross runway. Violators will be grounded immediately.

10. Pattern of Flight: If a pilot is flying alone, he or she may fly in any direction parallel to the runway, however, if more than one pilot is flying, then the established flight pattern must be agreed and flown as per direction of wind.

11. Engine Test Run: Running of engines for adjustment must be done at the work bench provided at the north end of the field. There is to be NO engine tuning or running in excess at or near the flight line as it is a distraction to pilots flying and is a danger to all concerned.

12. Operational Responsibility: All pilots must stand on their designated flying spot (1 thru 5) and be in control of their aircraft while on the ground, taking off, flying or landing and will be responsible for all such actions. A pilot who declares a dead stick has the right of way over all other aircraft. Pilots who lose control of an aircraft must announce an emergency condition. Unsafe flying practices will not be tolerated and will result in a written warning, suspension, or termination of membership. Aircraft operational right-of-way to use the runway in descending priority is:

1 - Dead stick or other emergency
2 - Take-off

3 - Approach to land with engine operating
4 - Touch and go traffic

13. 3D maneuvers: Hovering, torque rolls, etc. are prohibited over the runway and in the flight line pattern when other models are flying (all aircraft). These maneuvers may be performed over the grass, beyond the runway. Pilots must show consideration for other flyers when performing these types of maneuvers. If a pilot is flying alone, these maneuvers may be performed over the runway but no closer to the pilot than the center line of the runway.

14. Buddy Box: Must be used at all times with a new pilot while in training until said pilot has qualified with his or her sponsored member or trainer. At no time shall a pilot fly an aircraft that

SAFETY RULES CONT'D

he or she is not capable of fly the whole flight from start up to shutdown. If any doubt is a concern of pilot capabilities a BUDDY BOX MUST be used. No exceptions.

15. Liability: If damage to another airplane occurs due to radio interference and another pilot with the same frequency is violating the radio impound rules; the offending pilot will be responsible for all damages and costs. Disputes will be mediated by the safety officer.

16. Turbine Powered Jet Aircraft: Are allowed to be flown at PARCS in accordance with the following:

- Jet Pilots must be in possession of an AMA Turbine Waiver.
- The jet pilot must follow all existing AMA safety rules governing turbine powered jet aircraft as well as the following PARCS safety and operational rules:
 - No propane turbine engines allowed.
 - A fire extinguisher must be present at the aircraft while starting the engine either pilots or a club provided extinguisher.
 - Pilot and up to 2 people to assist pilot in start up, flying and shutdown of turbine aircraft.
 - Turbine aircraft will be started in designated turbine startup area.
 - Only turbine aircraft may cross the white line while running.

17. HEIGHT: ALL FLYERS and ALL PARCS members will fly in accordance to FAA Advisory Circular AC 91-57 and fly line of sight only. No Sail Planes, Gliders, Powered or Free Flight, FPV, UAV's, UAS's, GPS Systems or Video Cameras on aircraft without the approval of the CSOs. Pilots spotter MUST police the sky for NYPD helicopters and any landing commercial Aircraft on approach to JFK Airport.

18. FLYING: No flying before 8:30 A.M.. Only field controllers can open the field for flying. If no field controller is present, the field is officially closed. Never fly alone! Low passes shall not exceed below 20 feet (When spectators or motor vehicles are present on the cross runway). (Pilots are to maintain a minimum of 50 foot distance between the flight line and their aircraft at all times. Absolutely NO SMOKE permitted.

19. HELICOPTERS: In addition to all the rules set forth above, helicopters pilots must also observe the following rules as well:

- A. Helicopters pilots must have a spotter alongside at all times.
- B. Helicopters pilots must confine their flying and equipment to the south end of the field when practicing hover maneuvers.
- C. Helicopters are allowed in the flight pattern for forward flight only on the flight line.

20. IN CASE OF EMERGENCY, after calling 911, call **Gateway** first, then **PARKS** Police. Telephone numbers are in impound by telephone.



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Field SAFETY is everyone's responsibility, if you witness an unsafe act, alert the offending individual.

Failure to follow General and Field Safety Rules may result in suspension of flying privileges and/or expulsion from PARCS.

I have read the Pennsylvania Avenue Remote Control Society General and Safety Rules and agree to abide by them.

Name: _____ Date: _____.

Revised by MC, AF, JM
1/2013