SloFlyers.corn

SLO FLYERS, INC.

USAGE REGULATIONS

AT THE

CAL POLY EDUCATIONAL FLIGHT RANGE

February 10, 2017

Contents

Introduction

1. Primary use of this facility is to support Cal Poly's academic programs. This may include, but is not limited to, prototype aircraft flight demonstrations, student flight instruction and sport flying.

2. Operating responsibilities of SLO Flyers are set forth in Appendix C.

3. All persons flying at this facility must have a valid current membership in the AMA.

4. Safety, courtesy, responsibility and careful adherence to these regulations are incumbent upon all those using this facility.

5. The AMA Introductory pilot program provides insurance for non-members when instructed by an AMA certified introductory pilot instructor. The time limit for this program is 60 days

6. SLO Flyers, as an authorized user of this facility, has sponsored its development and operation, and as a flying club chartered by the Academy of Model Aeronautics (AMA), has designated Cal Poly as "additionally insured" under the AMA Insurance Program. This will indemnify Cal Poly, as well as SLO Flyers, against claims resulting from EFR activities conducted within the AMA safetyCode

General

1. Usage limited to radio controlled (R/C), control line (U.C.), and limited range uncontrolled hand launched air vehicles. Powered aircraft must use internal combustion engines, properly muffled, electric motors, or AMA approved gas turbines (Jets).

2. Ranch access hours are restricted to daylight hours between 8:00 a.m. and 4:00 p.m., seven (7) days a week.

3. Federal aviation administration (FAA) airspace safety rules apply to all airborne operations. See Appendix B.

4. Authorized users may be accompanied at the EFR by one or more guests and shall be responsible for their proper conduct and safety.

5. All persons using EFR are responsible for its overall condition and cleanliness. Do not litter. No trash receptacles are provided. Take all of your debris with you on departure.

6. No vehicles shall be driven on or across paved runway.

7. All those using roads to and within the EFR shall exercise responsible care and judgment to minimize wear and tear. Speed limit is 15 MPH. Especially during inclement weather, it may be prudent to wait for roads to dry and become firm.

8. For a limited time, persons receiving an instructional flight demonstration from a certified introductory pilot instructor are not required to have a valid AMA membership card. Ref. intro. paragraph 5.

9. Transient pilots with valid AMA membership cards will be permitted use of the facility within limitations authorized to SLO Flyers. Such courtesy is limited to three (3) visits.

10. No smoking or alcoholic beverages are allowed on Cal Poly property or the EFR or in parked cars.

11. No smoking on Cal Poly property, EFR, ranch land or in cars.

1. The pond is treated waste water, not potable. Aircraft landing there may be retrieved using safe, sanitary procedures. A boat is provided for use in retrieving downed models. Never wade in or enter the pond. Throw nothing into the pond. The pond is not to be used to launch or land aircraft.

2. Pets are not encouraged on the EFR, but if present, must remain on leash at all times. At no time are pets allowed in the pit area, on flight line or runway. Handler is responsible for their conduct and must clean up after them.

3. Official Cal Poly academic activities have priority over all other usage.

4. Spectators are restricted to parking and spectator areas at all times.

5. Children must be carefully supervised at all times. It is preferable they remain in parking and spectator areas. They may accompany an authorized EFR user to pit area only if that person can devote full and continual attention to their safety.

6. Children are allowed on flight line only when receiving flight instruction from a certified flight instructor. Special care must be observed. They are not permitted on or otherwise near runway.

7. EFR shall be securely locked when not in use. First person entering shall unlock and last one to leave shall lock up.

8. No radio operations will occur prior to following the prescribed radio security procedures. See Radio and Frequency Control Section. If these procedures are not followed by a user of the EFR resulting in aircraft damage and/or injury, that user will be totally responsible.

Safety

1. Safety rules of the FAA, AMA, Cal Poly and SLO Flyers safety code apply at all times.

2. Be watchful of danger to others. Spectators, children, animals and less experienced pilots all require special attention. It is the responsibility of all club members to advise each other of unsafe practices.

3. Avoid full scale aircraft at any cost.

4. Do not fly over pit area, flight line or spectator areas. Sailplanes following thermals that move to the back side of the pit area must enter and exit via a path that is beyond the pit area. No flying over the pit area. When flying in back of the pit area a 100 foot altitude will be maintained. Electric wires are to be avoided at all times.

5. Aircraft should be inspected for condition and control function before first flight each day.

6. Stay clear of all propellers. Make adjustments from a position behind propeller.

7. Aircraft fuel is highly flammable. Keep container closed when not in use. If spilled, wipe it up. It softens the blacktop. No smoking on Cal Poly property, EFR or ranch land. See item #12 in the General section.

8. Never attempt retrieval from power lines.

9. Follow all rules and regulations of the Flight Operation section.

10. Do not fly unless visibility and wind conditions are satisfactory for safe flying.

Flight Operation

1. All pilots must be members of AMA, SLO Flyers, or be members of the Cal Poly Aero Dept.

   Flying must be in accordance with safe and reasonable practice. Review section on Safety for all applicable information. Student flyers should be given special consideration.

2. Before turning on your radio, assure your frequency is secure. (See section on Radio and Frequency Control.) Position your aircraft so as not to endanger others or blow prop wash, dirt, etc., on others or their aircraft.

3. Do not break in an engine by prolonged operation in pit area. Go to place remote to all EFR activities.

4. Pilots must remain behind the barrier on flight line throughout each flight. Retrieving disabled aircraft must be called to other pilots. No more than two (2) people may attend each pilot and shall not annoy, obstruct or interfere with other pilots on the line.

5. Flight line operations between pilots of helicopters, powered planes or sailplanes will clearly and loudly call the appropriate warnings:

   - Entering Runway
   - Dead on Runway
   - Ready for Take Off
   - Ready to Land
   - Dead Stick or Other Flight Emergency
   - Runway Clear.
   - Touch and Go Landing
   - Low Flyby

6. No one may be on runway during flight operations except:

   - Those directly involved in official Cal Poly Academic Research Programs requiring such access.
   - Person or persons retrieving downed aircraft, in which event all pilots on line must be warned and understand before said retrieval is initiated.

7. Flight operations may be conducted anywhere within the overfly airspace above and surrounding the EFR site, except spectator areas, pit area and flight line.

8. Any aerobatics or high speed passes by any type of aircraft will be beyond the west edge of the runway. Touch and go landings may be performed only with loud announcement and if no other pilot is in danger. Dead stick landings must be called and have priority. Rotary wing aircraft using the runway will respect established takeoff and landing pattern.

9. All property and/or personal damage/injury incurred or caused by a pilot shall be totally his responsibility.

10. When work activity is present in the vineyard or adjacent ranch land, pilots will adjust their pattern to avoid flying over workers. No flying when mowing, weed whacking or working on the field. This includes work on the fences, barriers, structures or pit area fixtures.

Radio and Frequency Control

1. Radio systems and their operating frequencies will be controlled according to FCC and AMA rules at all times. Fifty radio channels have be assigned by the FCC and AMA for radio controlled aircraft. They are in the 72.0 to 72.99 MHz frequency band and are named Channels through 60. The FCC and AMA do not require a license to operate radio systems in these Channels, but require that all radio transmitters must be "Narrow Band." Note: Anyone using "HAM" frequencies for control must have a valid FCC operator's license.

2. No radio transmitter shall be turned on at the EFR or within a three (3) mile radius thereof unless its Channel has been secured.

3. A frequency control board is located in the pit area of the EFR and all aircraft Channels are shown on the board. Each Channel number has its own card clip. The clips are used to secure a Channel. . If you are flying the 2.4GHZ radios, you still are required to post your card to show you have a transmitter at the field

4. To secure a Channel for your use, place your AMA or SLO Flyers membership card in the clip corresponding to the Channel desired. If the clip contains someone else's card, the Channel is in use and you must wait until it is available. Only after your Channel has been secured by you, may you turn on your radio equipment.

5. If a person turns on a transmitter whose Channel has not been secured thereby causing the pilot who has secured that Channel to crash his aircraft or otherwise cause damage, then said person will be totally responsible for all damage and/or injury.

6. If others are waiting for your Channel, limit your usage to 5 minutes.

7. A radio system must be range checked prior to the first flight of a new or repaired airplane.

8. If the aircraft controls begin to glitch, jitter or buzz, turn the radio off and do not fly until the problem is corrected.

Appendix A
FAA

AC 9 -57
DATE June 9, 1981

ADVISORY CIRCULAR

DEPARTMENT OF
TRANSPORTATION
Federal Aviation Adrninistration
Washington, D.C.

Subject: MODEL AIRCRAFT OPERATING STANDARDS

. PURPOSE. This advisory circular outlines, and encourages voluntary cornpliance with, safety standards for model aircraft operators.

2. BACKGROUND. Modelers, generally, are concerned about safety and do exercise good judgement when flying model aircraft. However, model aircraft can at times pose a hazard to full-scale aircraft in flight and to persons and property on the surface. Compliance with the following standards will help reduce the potential for that hazard and create a good neighbor environment with affected communities and airspace users.

3. OPERATING STANDARDS.

a . Select an operating site that is of sufficient distance from populated areas. The selected site should be away from noise sensitive areas such as parks, schools, hospitals, churches, etc.

b. Do not operate model aircraft in the presence of spectators until the aircraft is successfully flight tested and proven airworthy.

c. Do not fly model aircraft higher than 400 feet above the surface. When flying aircraft within 3 miles of an airport, notify the airport operator, or when an air traffic facility is located at the airport, notify the control tower, or flight service station.

d. Give right of way to, and avoid flying in the proximity of, full-scale aircraft. Use observers to help if possible.

e. Do not hesitate to ask for assistance from any airport traffic control tower or flight service station concerning compliance with these standards.

(Signed)
R. J. VAN VUREN
Director, Air Traffic Service

Appendix B
AMA
Membership Information

2007 Official
Academy of Model Aeronautics
National Model Aircraft Safety Code
Effective January 1, 2006

GENERAL

1. A model aircraft shall be defined as a non-human-carrying device capable of sustained flight in the atmosphere. It shall not exceed limitations established in this code and is intended to be used exclusively for recreational or competition activity.
2. The maximum takeoff weight of a model aircraft, including fuel, is 55 pounds, except for those flown under the AMA Experimental Aircraft Rules.
3. I will abide by this Safety Code and all rules established for the flying site I use. I will not willfully fly my model aircraft in a reckless and/or dangerous manner.
4. I will not fly my model aircraft in sanctioned events, air shows, or model demonstrations until it has been proven airworthy.
5. I will not fly my model aircraft higher than approximately 400 feet above ground level, when within three (3) miles of an airport without notifying the airport operator. I will yield the right-of-way and avoid flying in the proximity of full-scale aircraft, utilizing a spotter when appropriate.
6. I will not fly my model aircraft unless it is identified with my name and address, or AMA number, inside or affixed to the outside of the model aircraft. This does not apply to model aircraft flown indoors.
7. I will not operate model aircraft with metal-blade propellers or with gaseous boosts (other than air), nor will I operate model aircraft with fuels containing tetranitromethane or hydrazine.
8. I will not operate model aircraft carrying pyrotechnic devices which explode **or** burn, or **any device, which** propels a projectile of any kind. Exceptions include Free Flight fuses or devices that burn producing smoke and are securely attached to the model aircraft during flight. Rocket motors up to a G-series size may be used, provided they remain firmly attached to the model aircraft during flight. Model rockets may be flown in accordance with the National Model Rocketry Safety Code; however, they may not be launched from model aircraft. Officially designated AMA Air Show Teams (AST) are authorized to use devices and practices as defined within the Air Show Advisory Committee Document.
9. I will not operate my model aircraft while under the influence of alcohol or within eight (8) hours of having consumed alcohol.
10. I will not operate my model aircraft while using any drug which could adversely affect my ability to safely control my model aircraft.
11. Children under six (6) years old are only allowed on a flightline or in a flight area as a pilot or while under flight instruction.
12. When and where required by rule, helmets must be properly worn and fastened. They must be OSHA, DOT, ANSI, SNELL or NOCSAE approved or comply with comparable standards.

RADIO CONTROL

1. **All model flying shall be conducted in a manner to avoid over flight of unprotected people.**
2. I will have completed a successful radio equipment ground-range check before the first flight of a new or repaired model aircraft.
3. I will not fly my model aircraft in the presence of spectators until I become a proficient flier, unless I am assisted by an experienced pilot.
4. At all flying sites a **safety** line **or lines** must be established, in front of which all flying takes place. Only personnel associated with flying the model aircraft are allowed at or in front of the **safety** line. In the case of airshows **or** demonstrations **a** straight **safety** line must be established. An area away from the **safety** line must be maintained for spectators. Intentional flying behind the **safety** line is prohibited.
5. I will operate my model aircraft using only radio-control frequencies currently allowed by the Federal Communications Commission (FCC). Only individuals properly licensed by the FCC are authorized to operate equipment on Amateur Band frequencies.
6. I will not knowingly operate my model aircraft within three (3) miles of any preexisting flying site without a frequency-management agreement. A frequency-management agreement may be an allocation of frequencies for each site, a day-use agreement between sites, or testing which determines that no interference exists. A frequency-management agreement may exist between two or more AMA chartered clubs, AMA clubs and individual AMA members, or individual AMA members. Frequency-management agreements, including an interference test report if the agreement indicates no interference exists, will be signed by all parties and copies provided to AMA Headquarters.
7. With the exception of events flown under official AMA *Competition Regulations* rules, **excluding takeoff and landing,** no powered model may be flown outdoors closer than 25 feet to any individual, except for the pilot and **the pilot's helper(s)** located at the flightline.
8. Under no circumstances may a pilot or other person touch a model aircraft in flight while it is still under power, except to divert it from striking an individual.
9. Radio-controlled night flying is limited to low-performance model aircraft (less than 100 mph). The model aircraft must be equipped with a lighting system which clearly defines the aircraft's attitude and direction at all times.
10. The operator of a radio-controlled model aircraft shall control it during the entire flight, maintaining visual contact without enhancement other than by corrective lenses that are prescribed for the pilot. No model aircraft shall be equipped with devices which allow it to be flown to a selected location which is beyond the visual range of the pilot.

FREE FLIGHT

1. I will not launch my model aircraft unless I am at least 100 feet downwind of spectators and automobile parking.
2. I will not fly my model aircraft unless the launch area is clear of all individuals except my mechanic, officials, and other fliers.
3. I will use an effective device to extinguish any fuse on the model aircraft after the fuse has completed its function.

CONTROL LINE

1. I will subject my complete control system (including the safety thong where applicable) to an inspection and pull test prior to flying. The pull test will be in accordance with the current *Competition Regulations* for the applicable model aircraft category. Model aircraft not fitting a specific category shall use those pull-test requirements as indicated for Control Line Precision Aerobatics.
2. I will ensure that my flying area is clear of all utility wires or poles and I will not fly a model aircraft closer than 50 feet to any above-ground electric utility lines.
3. I will ensure that my flying area is clear of all nonessential participants and spectators before permitting my engine to be started.

SPECIALIZED SUPPLEMENTAL SAFETY CODES, **STANDARDS AND REGULATIONS**
RADIO CONTROL COMBAT (#525)
GENERAL RADIO CONTROL RACING (#530)
GIANT SCALE RADIO CONTROL RACING (#515-A)
GAS TURBINE OPERATION (Note: Special waiver required) (#510-A)
These special codes and appropriate documents may be obtained either from the AMA Web site or by contacting AMA Headquarters.

Appendix C

SLO Flyers

Responsibilities

1. SLO Flyers will adopt a significant mentoring and coaching function for Cal Poly students.

2. SLO Flyers will develop and maintain the EFR.

3. SLO Flyers' responsibilities will consist of, but are not limited to, the following:

    - Planning and developing the EFR facility, including the runway, pit area, and roads within the EFR and its fencing.
    - Maintain roads, runway and parking surfaces within fenced EFR.
    - Provide portable sanitation facility and maintenance service.
    - Provide weed abatement as required to control fire hazard within fenced EFR.
    - Maintain and control trash and custodial services.
    - Maintain a cellular phone and emergency equipment.
    - Provide insurance coverage including indemnification in accordance with Introduction item #6